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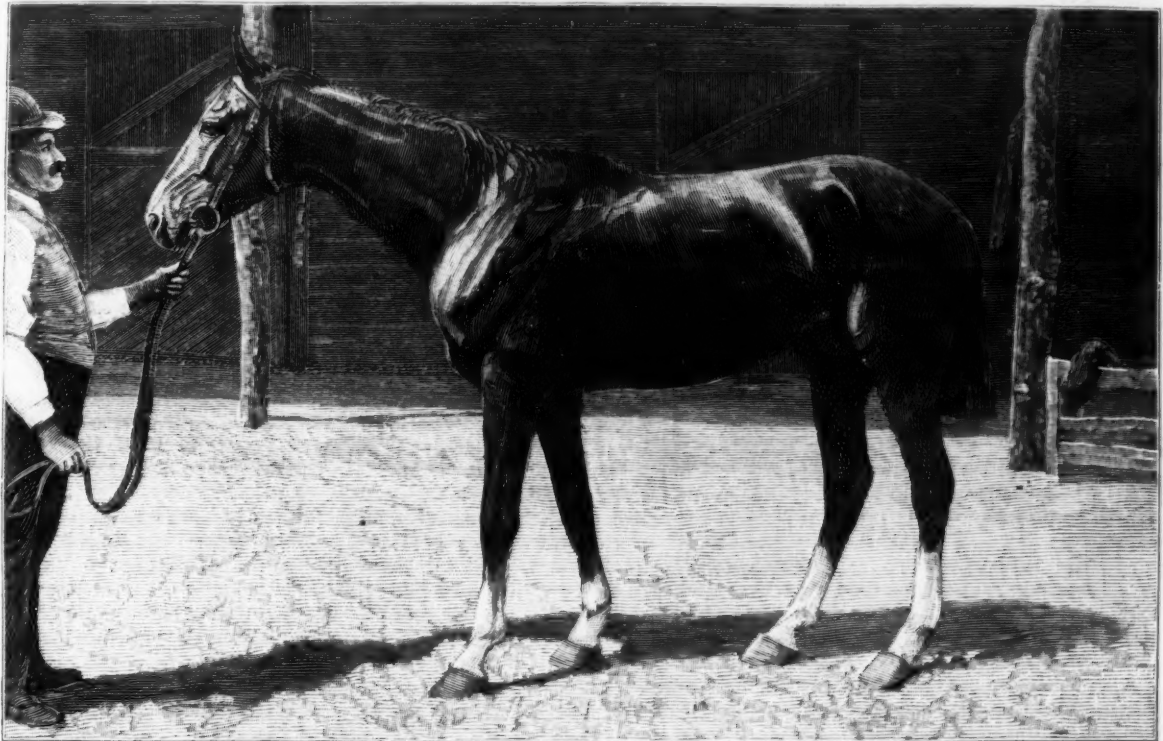


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NEW YORK—FOR THE WEEK ENDING JULY 5, 1890.

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SALVATOR, THE WINNER.



CONEY ISLAND JOCKEY CLUB.—THE GREAT MATCH-RACE BETWEEN TENNY AND SALVATOR FOR A PURSE OF FIFTEEN THOUSAND DOLLARS
THE HORSES COMING DOWN THE HOME STRETCH.

FRANK LESLIE'S ILLUSTRATED NEWSPAPER.

110 FIFTH AVENUE, NEW YORK.

W. J. ARKELL.

RUSSELL B. HARRISON.

WESTERN DEPARTMENT, 161, 163 Randolph Street, Chicago.
TRUMAN G. PALMER AND ELIAS C. CHAPIN, Madagers.

NEW YORK, JULY 5, 1890.

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IMPORTANT ANNOUNCEMENT.

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The publishers of FRANK LESLIE'S ILLUSTRATED NEWSPAPER offer the above premiums to the two persons respectively who will write the best two articles descriptive of the scenery, road-bed, equipment, management, history, and other interesting features of the New York Central and Hudson River Railroad.

The contest is open to all persons for the first prize, and is confined to those not over eighteen years of age for the second. Neither article must exceed two thousand words, and must reach this office before July 1st, 1890.

The merits of the articles will be passed upon by Professor John Kennedy, author of "Kennedy's Dictionary" and "What Words Say." The articles will be used for publication in this journal. Address FRANK LESLIE'S ILLUSTRATED NEWSPAPER, "Railroad Contest," New York City.

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And a second prize of a \$100 camera, or \$100 in cash, to the amateur photographer who shall send us the most perfect and artistic specimen of work, the exposure or negative of which has been made solely by himself or herself, and the developing and mounting by others.

A third prize of a No. 4 "Kodak," valued at \$50, to the next most perfect specimen of work that may be sent us, whether made wholly by the contestant himself from the taking of the exposure, or whether made with the assistance of others in developing and mounting, etc.

In order to broaden the scope of the competition, we will also give three diplomas of the first, second, and third grades, respectively.

The specimens may be landscapes, figure subjects, machinery, etc. It is our purpose to devote a page weekly of this periodical to the reproduction of the choicest pictures that are sent in for this competition, and at the close of the competitive period we shall produce photographs of the chief contestants. The prize-winners will be selected by a committee consisting of Mr. Pach, the eminent photographer of this city, and Mr. Joseph Becker, the head of the art department of FRANK LESLIE'S ILLUSTRATED NEWSPAPER. The first contest will, if the competition is sufficiently animated, be followed by others. The contest will be limited exclusively to amateurs, who may send as many specimens of their work as they choose. Professionals are barred. Address all communications to

ARKELL & HARRISON,
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RULES GOVERNING THE CONTEST.

The contest will close August 1st, 1890, and the prizes will be awarded as soon thereafter as possible.

No restriction is made as to the number of photos sent in by any one contestant, nor as to the date or time of taking them, excepting that they must all be received before August 1st next.

The photos must be sent in mounted and finished complete. Negatives merely will not be admissible.

The size of the photo entered can be as large or as small as the judgment of the contestant may dictate.

The subject of the photo sent in in competition may be either scenery, figures animate or inanimate, architecture, exterior or interior views, or any object which the contestant may choose.

The contestant must write his or her name and address, age, the date of taking the picture, the title, and a short description of same on back of the photograph. Also state thereon whether printed and finished complete by himself or with the assistance of others.

In sending entries for the contest, besides the date when the pictures were taken and the description of the subjects, any other facts of interest regarding them should be given. This latter can be sent in on a separate sheet of paper.

WE shall publish in the next issue of FRANK LESLIE'S an interesting article on the new ballot law, from the pen of the Hon. C. T. Saxton, to whom the State is largely indebted for the enactment of this important measure. Mr. Saxton supplies a complete and interesting résumé of the provisions of the bill, and his article will be found of very great value not only to the general public, but especially to election officers who may be called to carry out the provisions of the act.

A STATE FOR THE NEGRO.

WHY THE NEGRO MIGRATES.—WHERE HE IS SETTLING IN PROSPERITY.—HOW THE RACE QUESTION CAN BE ELIMINATED.

CAREFUL examination of the migrations of negroes South shows:

First—That these migrations are not remotely connected with politics or persecution, but have a purely speculative basis.

Second—That a partisan press and forum have created a negro chimera for political effect.

Third—That the race question is of peaceable solution.

Few movements in these wise days are carried forward unless their promoters are paid for their services. This is true of prohibition, the Salvation Army, the Farmers' Alliance, the Knights of Labor, and, in fact, of nearly every movement not purely religious or moral. Movements go hand in hand with a collection-box, which empties itself into the pockets of officers who have created and feathered a nest for themselves.

Believing that this statement was more than a proposition, in fact an axiom, an effort was made to apply it to the race question. Here are the results:

The gentleman who organized a corps of agents and scattered them throughout the Carolinas to induce negroes to emigrate to the Yazoo Delta has received some \$30,000 in commissions. Himself and friends are authority for this statement.

Over thirty thousand negroes during the year past, and over one hundred thousand during the past several years, have been induced to leave the Southeastern States and settle on cotton lands adjoining the Mississippi River. For the transportation of these people two railways divided about \$23 per head, a total to date of over \$2,300,000.

The profit to each cotton planter for the services of each negro averages about \$230 per year, a total profit on these migrants alone of over \$230,000,000 per year.

I ask any fair-minded man, any violent partisan, if he can see any politics in these statements? I ask if a race war is possible when the negro represents so much money value to powerful corporations, to rich planters, and to himself? I ask again if it seems likely that a negro will be killed any more than a valuable horse, if once he is located where his services are enormously enriching the Mississippi valley?

The negroes who have migrated into the Mississippi bottom have been distributed, in respect to numbers, in Bolivar, Washington, Coahoma, Issaquena, Sunflower, and Tallahatchie Counties in the State of Mississippi; and in Madison, East Carroll, Tensas, and Richland Parishes, Louisiana.

The presence of a hundred thousand negroes in ten counties and parishes of two States—a new population—naturally gives rise to some interesting questions. The press of several States is distressed at the political changes possible, precisely as that of the city of New York would be if a hundred thousand voting Mormons should locate in the metropolis. Having traversed the section where the negroes have been placed, answers can be given these questions:

What is the condition of the negro in this new environment? What has become of his competitor, the white laborer? What use does the negro make of his new political prestige?

A large area of the bottom lands of the Mississippi are under heavy forests and swamps. There are to-day over six million acres, or nearly ten thousand square miles, of such lands adjoining the Mississippi River between Cairo and the Gulf. When cleared and drained, there remains no richer cotton soil in the world, and it may seem incredible that an area capable of producing the present entire annual cotton crop of the United States lies wasting and waiting for capital and labor under stagnant water and useful forests. Every acre of this land, which could readily be purchased for a song to-day—that is, at from ten to fifteen dollars per acre—has on it from fifty to one hundred and fifty dollars' worth of cypress and other timber, and a soil that can bring a clear annual profit to the planter of fifty-six dollars per acre. This is like paying ten or fifteen dollars for two hundred dollars, and then receiving fifty-six dollars interest each year on the original capital invested.

I offer these data to show that the cotton planter has discovered the cash value of a negro, and the negro has discovered a place where he can live in comparative ease and be the master of his own destiny, without any interference, because of his money value to others as well as himself. Money has become the ruler of individual destiny; hence it has become the sovereign of collective destiny, or of nations.

Into this great, rich-soiled bottom country, where the mighty river for untold ages has been dropping its stupendous wealth of silt, where forests have held on to the passing soil until man should relieve them of their burden, the planter and the negro have entered hand in hand, each recognizing his dependence on the other, each determined to stand by the other—all facing courageously the dawn of a new era before which a partisan forum and press will be swept down, and the race question, as it has existed, forever strangled.

The experiment, so far, by one hundred thousand negroes and the planters, has resulted in clearing 600,000 acres, or nearly 1,000 square miles, and in an increase of the cotton crop of a half million bales per year. The annual clearing amounts to ten per cent.

White labor has been driven out of this territory by malaria. The negro is peculiarly adapted to the swamp country by reason of his black skin, which resists malaria. Along the river, dews are nearly as heavy as rain, so that one could almost drink from the leaves of trees and plants. Before the negro was introduced in numbers into the bottom lands, lavish experiments were made with white labor. Germans were brought in numbers from the old country, French-Canadians, the Chinese, and other people. The Germans were particularly encouraged. Comfortable houses were constructed for them on the highest ridges. They were given large garden patches, stock, and implements free, but all in vain. They wilted and sickened under the malarial influences, and at last fled to the hills and left the planters with their lands and crops at the mercy of precarious labor.

Experiments were also made with some thousands of white "corn raisers" from northern Missouri. These people would come down into the bottom in winter and clear the forests and drain the lands, but in the spring they would flee and leave the cultivation of the cleared property to shift for itself. Convicts were also taken from the penitentiaries, but there were not enough of them to care for more than a fraction of the interests involved.

Dazzled by the vast wealth in sight, the planters and syndicates holding areas of the valuable lands determined to make alliances with the negroes on a vast scale, and some of the stupendous results involved have been stated in this article. Here is the result to the negro:

Most of the negro migrants had lived all their lives on thin-soiled lands in hovels. They were astounded on arrival in the bottom country to find large cottages actually whitewashed and having glass windows, to all of which they were unaccustomed. They arrived in rags and were at once provided with clothes, fuel, and good food. Each man was given six acres to work, also water, wood, house rent, and a one-acre truck patch free. In a short time each had mares, calves, goats, and poultry. The bottom land teemed in water-melons, coons, possums, rabbits, deer, bear, ducks—the milk and honey of the colored brother. The migrants went to work on arrival, and have constantly accumulated possessions. I found them healthy, happy, and contented.

Notwithstanding the short period of their possession of the new Canaan, I found negroes who were worth from \$15,000 to \$75,000, and all in comfortable circumstances. I never saw a negro tramp in the entire stretch of opened territory between Memphis and Vicksburg.

The negroes have one or more schools and churches on every plantation. They have all the credit they want at the plantation stores. Many have acquired a financial standing at the banks, where their notes and obligations are accepted. They have a political standing, and, as fast as they deserve it, a reasonable social standing with the men among the white planters. Some of them have nice homes and comfortable outfits. During the recent floods the negroes were carefully provided for by the

planters, who removed their labor and stock to safe places, and fed them. All the negro labor of the Yazoo Delta has resumed cotton cultivation on the recently flooded areas. However, only a fraction of the delta was flooded, and the planters in it proudly declined government rations for their labor, preferring to divide their last crust.

The following is the actual political status of the new black population of the Mississippi bottom:

The whites and blacks fuse and divide the offices equally. There is only one ticket in the field on local issues, and its nomination is its practical election. The blacks and whites hold separate conventions, the blacks nominating black officers for their share of the offices, the whites nominating white officers for their share of the offices. Each convention absolutely ratifies the work of the other. The whites never dictate nor assume to say whom the blacks shall nominate. They obligate themselves to, and do, make the bonds of all those elected.

The offices in the "Shoestring District," or the counties in the State of Mississippi already mentioned, which have been allotted to the colored people, are as follows: Two supervisors, circuit court clerk, one half of the members of the Legislature, the coroner and ranger (pound master), magistrates, and constables. The shot-gun policy disappeared with the carpet-bagger. The carpet-bagger was driven out of the country, as was right, since he never took a material interest in it. In the West he would have been promptly lynched for his interference. Public sentiment in this country has always upheld lynch law in the West. Such law was even more necessary in the South, where the carpet-bagger was a standing menace to the progress and prosperity of the black people.

There are to-day no political disturbances visible in the Yazoo Delta, the whites and blacks having common property interests, and an equal share in the local government. One party in local elections cannot be said to be Republican or Democratic.

In National elections all vote as they please. I have no data on the fairness of the count of the National ballot, and am a skeptic as to the honesty of either party in this matter, and by no means in the matter of this part of the country alone.

Having the data of the negro in hand, what is the duty of the United States?

A theory not based on data is untenable.

We have been reading and hearing very much about the race question of late that had no bearing on the subject. Tirades, whether on the forum or in the periodical, are a waste of time; let us stand by the facts.

Here is a territory where the majority of the negro population can find an abundance of labor, happy homes, political rights, and can accumulate property. Here is a place where a black man can live on a white man's basis and not interfere with the white man. The proportion of blacks to whites in this new area to-day is as twenty to one. The whites comprise little more than the superintendents and clerks in the stores, the planters usually living in the cities.

A man ceases to be a socialist and a malcontent the instant he becomes a property-holder. Prosperity is the cure of all race and social evils.

One million negroes are wanted in the bottom lands adjoining the Mississippi River from Cairo south, to clear, drain, and cultivate them with cotton.

It costs some money to transport them there, and perhaps it would be wise if the Government should assist the planters and negroes financially in aiding these migrations.

It will cost some millions to build big, strong levees to protect the lands on which they settle, and the Government should certainly take possession of the Mississippi and pay the bill. Why should the planters be taxed for levees to protect this labor from the floods which emanate in over twenty Northern States?

These negroes would add \$1,200,000,000 worth of cultivated cotton lands to the agricultural area of the United States. They would add half a billion bales of cotton to the annual product of the country, valued at \$300,000,000, and \$36,000,000 worth of cotton seed; a total of \$336,000,000. Their labor would forever enable the United States to hold the balance of trade. It should be noted that the cotton lands are worked on shares, so that the negroes own one-half of each crop and one-half of the cotton-seed. Their industry would forever silence their discontent and uprising. They would no longer threaten to swamp the white votes, because they have mutual interests with the white planter who employs or rents land to them. The Southern States where they locate would be vastly enriched, and by policy and discretion would be freed from the fear of black rule—or, if in fear, white labor for the remaining area of each State could be induced to locate and offset the negro vote.

Here is the opportunity for the North and South, the Republican and the Democrat, the black and the white, to adjust their differences. As a satisfactory basis of settlement, I suggest that:

The Mississippi River bottom be set apart as a State, and the negro be encouraged to occupy and cultivate it. His own happiness and prosperity will then be achieved; the white people can calmly contemplate him in politics reduced to two United States Senators, a few Representatives, a Governor, and a holder of a few Federal offices. And is this not vastly more than the negro ever possessed politically, socially, and financially, or can hope to wrest from the Anglo-Saxon race, which never has been—and never will be—dominated by any other race?

WILLIAM HOSEA BALLOU.

THE NEXT CONGRESS.

FREE-TRADE newspapers, particularly those of the mugwump variety, have been complacently regarding the aggressive action of this Republican Congress, and remarking that at the coming fall election the control of the Federal Legislature would certainly pass into new hands. Precedent, it is said, has proved that such a change is probable. But aside from this, the mugwump, who always looks through the inverted end of the telescope, sees the protective policy fading away and being relegated to the past by the rallying disciples of free trade in the West and Northwest.

It is altogether too early to predict how the people of the nation will regard the present Congress. When the work of

that Congress has been finished the verdict will be rendered. It will not be necessary to wait until the November elections to learn what that verdict will be. If a Republican Congress shall finally settle the tariff and the silver questions, and the matter of adequate and deserved pensions to Union soldiers, it will have settled some of the most troublesome questions of the day. We undertake to say that the people of the country will be glad that they have been settled, and will discountenance any effort to reopen them and to juggle with new methods and devices. The business of the country wants rest. No tariff bill, no silver or pension bill can satisfy every man; the best that can be done is to satisfy the majority. When that has been accomplished, the fair-minded people of the country will ask for a fair and decent trial of the new legislation. Such a trial must be and will be had.

A new force in politics, however, confronts both parties. The Farmers' Alliances, strongest in the South among the Democrats, and in the West and East among Republicans, greenbackers, and prohibitionists, are making independent nominations of candidates for Congress, and pledging their nominees not to enter the caucuses of either of the great political parties. The Alliance in South Carolina is very strong; in Georgia it has controlled the gubernatorial nomination, and in the West and South it has dictated nominations in several close districts. It is already foreseen that if the next Congress is as closely balanced politically as the present body was when it met, the election of less than half a dozen members of the Farmers' Alliance will place in the hands of this third party the balance of power. It may be satisfied with nothing less than the election of one of its own members to the Speakership and the best places on the committees.

With such a condition of affairs confronting both contending parties, the only recourse for them will be a combination with each other, or a coalition with the Alliance. Bearing in mind that the Farmers' Alliance demands the issue of greenbacks, the free coinage of silver, a Government telegraph system, and a sort of paternal Government generally, we cannot conceive that the people of the country will be prepared to accept legislation dictated from such a source, and inspired by such crude notions of the Government's functions. The fear of such legislation, and the ripening demands of public opinion in all our commercial and business centres against it, might bring about an amicable arrangement between the majority and minority parties by which the balance of power could not be wielded by a few. The history of the past, however, makes it far more likely that the coalition would be between the farmers and one of the other political parties.

It is of the greatest importance to the country that it has a man of experience, character, and independence in the Executive chair to set the seal of disapproval upon hybrid legislation that might be enacted under strange and peculiar conditions which, remote as they may appear, are far from impossible.

THE NEGRO PROBLEM.

AMONG the resolutions adopted at the recent conference at Lake Mohunk, at which the negro question was very thoroughly discussed, was one strongly emphasizing the necessity of upbuilding among the Southern blacks wholesome, cleanly Christian homes, and the inculcation of sound temperance principles and practices; an increase in the number of college teachers; higher education, and better common schools. The conference declared it to be the imperative duty of the people of the United States to educate the 7,000,000 negroes, "who, if uneducated, must be the source of the greatest danger to the whole nation." It also recommended that the Federal Government establish postal savings bank associations for the benefit of the poor of both races; and that the negro be helped to help himself, in education, in morality, in religion, and thus in civilization and in fitness for citizenship.

All this may be sneered at as platitudes and putty, but the suggestions reach the very root of the negro question. The situation of the colored man at the South, in a word, is this: For the most part he is ignorant, careless, impoverished, and indifferent to his present or to his future. While the negro in the North, under the elevating influence of his acknowledged independence and civil equality, has been compelled to work out his own salvation, the colored man in the Southern States, hampered by social conditions, perhaps in some degree oppressed by injustice, drifts with the tide. Here and there a colored man rises above his past, and by industry, intelligent effort, and self-restraint, secures a home and a competence; but as a whole, the mass of the colored people of the South are as shiftless, as ignorant, and as indolent as the poorest of the poor whites ever were. Among them lies an opportunity for the grandest missionary work ever undertaken.

We do not affirm that the condition of the negro is due to himself alone; much of it is due to the barbarism of slavery, and to his depressing environment. But this only emphasizes the demand for concentrated Christian effort to rescue the black man, to make him self-sustaining, improve his morals, broaden his intelligence, and elevate his social condition. He must be taught first of all self-reliance, and having been taught this, he will find abundant resources on every hand to make himself independent, respected, and prosperous. Such a work the churches of the North and South should unite to do, and would do, if they were made, as the conference at Lake Mohunk was made, free from partisan feeling and sectional bitterness.

THE ENGLISH CONSERVATIVE TROUBLES.

THE Conservatives in the English Parliament are having a hard time of it. All their important measures, namely, the Irish Land Purchase bill, the Tithes bill, and the Licensing bill, have provoked the most violent opposition. The Land Purchase bill, being the embodiment of the identical principle which led to Mr. Gladstone's fall four years ago, when he coupled with his Home Rule measure a bill to use British credit to buy out the landlords, has not proved much more agreeable to the Conservatives with Salisbury's indorsement than it did when it had only the approval of the Liberal leader. It is probably only the fear of a general election that has kept the party together, and, as it is,

the bill goes by the board for the session. The Licensing bill provoked still more bitter opposition, since it conceded a vested right to all liquor sellers and provided compensation for the loss of that right on a refusal to renew the license. As Mr. Gladstone has pointed out, a passage of that bill would inevitably lead to an immense increase in the value of these franchises, and the Government would become a direct party to the support and maintenance of the liquor traffic. When the bill was taken up, some days ago, and the question came on the clause proposing to apply \$1,750,000 to the purchase of licenses, the Government had the narrowest possible escape, the clause prevailing by a majority of only four, the vote being 228 in favor and 224 in the negative. This result produced great elation among the Liberals, and although the Government proclaimed its purpose to stand by the measure, it soon became persuaded that such a course would result disastrously, and the proposition was accordingly withdrawn "in its entirety." It may be that the policy will be taken up, presently, in a modified form, but it cannot possibly be permanently maintained. The temperance people are massing public opinion against it in all the great centres of population, and when Englishmen once become thoroughly aroused on a moral issue the politicians may as well begin to look out for a cyclone.

THE PROHIBITIONISTS RESPONSIBLE.

THE third-party prohibitionists have a great deal to say in denunciation of the so-called "original package" decision of the Supreme Court. That decision is certainly an embarrassing and remarkable one, but third-party temperance men are hardly at liberty to condemn it. Two of the votes in the Supreme Court for resolving all prohibitory and license regulation into chaos, viz., those of Fuller and Lamar, are due to the action of these very prohibitionists. Without the third-party movement, and its diversion from the Republican vote in Chautauque and Cattaraugus Counties, in New York, in 1884, not to mention any others, Mr. Cleveland would not have been elected; but for his election Mr. Fuller and Mr. Lamar would not have been Justices, and but for their appointment it may be doubted whether the discovery would have been made by the Supreme Court that the sale of liquors in original packages can only be regulated by Congress. In this suggestion we by no means imply that the question could properly have been decided otherwise. But from the fact that the six judges appointed by Republican Presidents were evenly divided upon the question, and that all the aid afforded by Mr. Cleveland's appointees was required to preserve the Constitution from serious misinterpretation in this regard, it may be reasonably affirmed as the condensed history of the fact that the third-party prohibitionists caused the original package decision.

TOPICS OF THE WEEK.

It is a little significant of the progress of the protection idea that the free-trade Liberals in the Spanish Cortez have surrendered to the protectionists, headed by Prime-Minister Sagasta. The customs tariff is to be raised in accordance with the views of this great leader. At the same time we hear that the duties on imports into Russia are to be raised. It does not look as if the protection idea is likely to die out.

THE Southern and Western States which are in want of settlers for their fertile prairie lands might follow the example set by the Government of Quebec, which recently offered a bounty of one hundred acres to any head of a family of twelve or more living children. This act was only sanctioned on the 6th day of April last, but within a month over 1,000 applications for 100-acre lots, with proofs of the existence of families of the required size, have been made, and others are pouring in. The Provincial Government has a large area of uncultivated land, which, it is safe to say, the settlement of these large families will largely and permanently reduce.

LAST year, just as the summer season opened and the good housewife was preparing for "preserving," she discovered that the price of sugar was being put up to extravagant figures. The same unpleasant situation confronts her now. A combination has been made by the Sugar Trust and outside refineries to advance the price of sugar. It is a misfortune that the McKinley bill has not been hastened through the Senate, as refiners calculate that its passage must cause a reduction of two cents per pound on refined sugars. Let the Senate at Washington bear in mind that the people want the tariff question settled, for the time being at least. Valuable time is lost by postponement of definite action on the part of the Senate. The sugar refiners appear to have successfully contrived to secure delay, so as to get the benefit of a squeeze in prices during the season of the greatest demand for sugar.

THE adjustment of the respective claims of England and Germany in Africa, as announced by Lord Salisbury in the English Parliament, seems likely to prevent any future collision in that quarter. England agrees to transfer Heligoland to Germany in return for certain German concessions, including a British protectorate over Zanzibar. Some of the members of the Opposition have criticised the agreement entered into by Salisbury, but, inasmuch as under it 500,000 square miles of territory are added to the British possessions in Africa, it is not likely that the Opposition will make much headway. Mr. Stanley, who had been inclined to criticise the Government as not sufficiently aggressive and positive in its dealings with Germany concerning matters in Africa, now manifests the utmost satisfaction in the decision arrived at, and in a number of recent addresses has lauded Salisbury to the skies. He says that, while Germany has acquired some territory which he would have liked England to retain, the latter, in obtaining free transit in the German regions, acquires really an advantage equivalent to the actual possession of the territory for the purposes of trade. He makes the further point that it will now be to Germany's interest to join England in demanding the freedom of the Zambesi, thus putting an end to the unfortunate Portuguese difficulty. Some of the French politicians are somewhat disgruntled by the proposed British protectorate of Zanzibar, which they consider a violation of the Anglo-French

declaration agreed to in 1862, under which France and England pledged mutual non-interference in Zanzibar, and the independence of the Sultan of that country. It may be added in this connection that Mr. Stanley has been appointed by King Leopold Governor of the Congo State, and will enter upon the duties of his office in 1891.

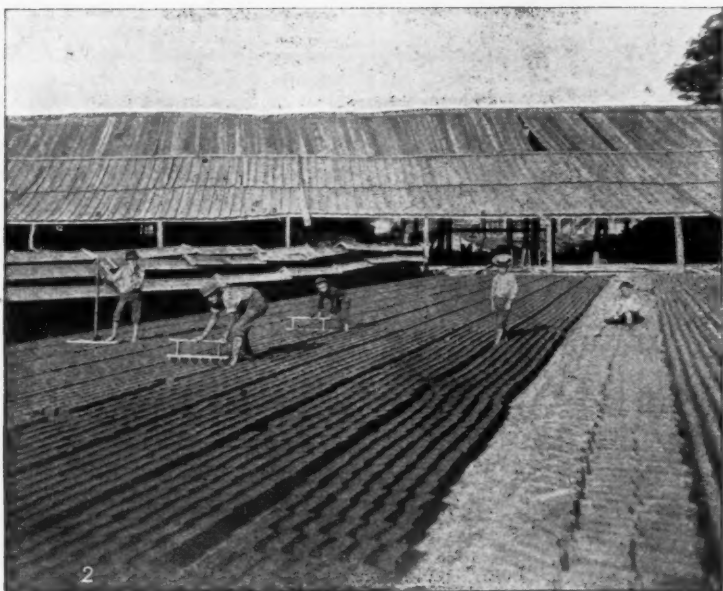
THE false assertion that the farmers of the country favor free trade met an emphatic denial at the recent session of the National Wool Growers' Association, largely representative of the farmers' interests, held at Galveston, Texas. Among the resolutions adopted was one lamenting the decimation of new flocks west of the Mississippi River, the sole cause of which, says the resolution further on, is "because of the lack of protection of the Western flock-master. Further, we believe that the passage of the McKinley bill will tend to check further reduction of flocks." When it is borne in mind that these emphatic utterances concerning the absolute necessity of protection for the wool interests come from a State which produced the Congressman who "fathered" the free-wool tariff bill in the last Congress, and from the State which gives the largest Democratic majority of any in the Union, its significance will be appreciated.

AT last it looks as if the constitutionality of the Interstate Commerce act were to be tested. A number of officials of the Michigan Central Railroad have been charged with violating the act by manipulating rates by means of rebates. The evidence against them is such, it is said, as to render conviction certain. Under the law the punishment must be severe. The case attracts attention because a multitude of Michigan Central grain shippers, if the prosecution succeeds, propose to sue the company and demand the same rebates that were granted by the indicted officials to others. It is said that the company would willingly pay half a million dollars to get rid of the litigation, and that as the easiest way out of a very bad scrape it will test the constitutionality of the Interstate Commerce act. We trust that this test will be had. We doubt if the court will declare the law constitutional. Whether it is or not, the law should be either repealed, or amended so as to strike out the anti-pooling and the long and short haul clauses.

WHEN the press of the State of New York, two years ago, insisted that the Legislature should pass a law abolishing the deadly car-heater, and compelling railroads in this State to use steam heat, the railroads united in a protest, largely on the ground that it would be impossible to heat cars with steam. Nevertheless, the law was passed, thanks to the courage and energy of the newspapers, and the car-heater, for a year past, with the dangers that have always and obviously attended its use, has been abolished from New York. Leading in this work of reform, the people of this State now have the satisfaction of knowing that other States have taken it up, so that at present about one-fourth of the rolling stock in the country, including baggage and sleeping cars, is equipped with steam heaters. Some recently published statistics show that companies controlling nearly 83,000 miles have begun the equipment of their cars with steam-pipes. Eighty-six railroad companies report that steam-heating has been successful, and that the many difficulties predicted by those who opposed its introduction have not proved to be at all serious in practice.

SPEAKER REED, of the House of Representatives, has given another exhibition of his sturdy inflexibility of purpose in the performance of his official duties. When the Free Coinage bill came from the Senate he referred it, under the rules of the House, to the Coinage Committee. The Democrats, with half a dozen silver Republicans, immediately set up a tremendous uproar, alleging that the reference was improper and was designed to kill the bill. They accordingly undertook to reverse the Speaker's decision, and for three days continued the struggle, resorting to every artifice calculated to further their purpose. Amid all the tumult and denunciation the Speaker remained firm and imperturbable, refusing to modify his decision or to surrender the principle at stake. Finally, some of the Democrats seemed to realize that they were kicking against the pricks to no purpose, and, uniting with the great body of Republicans, practically approved the action of Mr. Reed, the vote upon the question being 144 to 117. The only thing to be regretted in connection with this controversy is that a single Republican should have been willing to unite with the Democrats in an attempt to overthrow the rules of the House, to which they had originally given their assent, and which were adopted with the express view of facilitating the public business. The probable result of the struggle will be that the bill, as amended in the Senate, will fail to pass the House.

THE recent letter of Secretary Blaine, submitted to Congress in connection with the report of the Pan-American Conference on the subject of a continental customs union, has attracted wide attention, and is probably the most notable state paper of the present Administration. It outlines a policy which would revolutionize the foreign commerce of the United States, and possibly double its exports and imports within a single decade. Its proposal is simply continental reciprocity. Secretary Blaine shows that fifteen of the seventeen republics represented in the recent conference intimated a willingness to enter upon reciprocal commercial relations with this country, while two others, which would under other circumstances have been favorable, hesitated because of the proposition then pending in Congress to place a duty on hides. He now proposes that in lieu of negotiations Congress shall pass an amendment to the pending Tariff bill authorizing the President of the United States to open the ports of the United States to products of any nation on the American hemisphere which shall give the United States free admission to our products and manufactures. With a view of carrying out this suggestion, Senator Hale has proposed in the Senate an amendment to the Tariff bill, which, if adopted, will secure the desired end. It could not be otherwise than that an enormous advantage would accrue to us under the plan suggested in the extension of our trade in countries where it is now trivial, but where, under proper conditions, its growth would be necessarily rapid.



1. A BAPTISM IN BIG MUDDY RIVER. PHOTO BY J. G. BUCHANAN, DENTON, ILL. 2. BRICKYARDS AT CATSKILL. PHOTO BY CHARLES CLYDE WALL. 3. INLET AT ATLANTIC CITY, N. J. PHOTO BY J. T. VREDENBURGH, N. Y. 4. HORSES GRAZING. PHOTO BY ANN C. BRIGHAM, MILWAUKEE. 5. AT LUNCH. PHOTO BY MISS N. G. STOWE, ARLINGTON, MASS.

OUR AMATEUR PHOTOGRAPHIC CONTEST.—EXAMPLES OF THE WORK SUBMITTED IN COMPETITION FOR THE PRIZES.

A CHICAGO WEDDING.

WE publish on this page the portrait of Miss Rose Farwell of Chicago, the youngest daughter of United States Senator Farwell, who recently married Mr. Hobart Chatfield Taylor, a well-known society leader. The marriage of this fortunate pair, on the 19th of June, was one of the big social events of the year. The wedding took place at Senator Farwell's summer home, Fairlawn, at Lake Forest, to which 2,000 guests were carried by three special trains. The floral decorations were superb; not only was the family mansion converted into a floral bower, but even the pretty little railway station was gayly decorated for the occasion by the friends of the bride. Mrs. Taylor, *née* Miss Farwell, is a stately and beautiful girl of nineteen, and has but recently completed her college studies.

Mr. Taylor is probably the wealthiest young man in Chicago. He is the son of the late Henry Hobart Taylor, and step-son of Mr. C. C. Collins. He is very well known in the literary world, having edited, until recently, *America*. He is of medium height, and has blue eyes and light hair.

THE SWAMPERS OF BAYOU SARA.

THE swampers of the lower Mississippi River, of whom we give illustrations below, form a peculiar community.



MR. HOBART CHATFIELD TAYLOR, THE GROOM.



MISS ROSE FARWELL, THE BRIDE.

A RECENT FASHIONABLE CHICAGO WEDDING.—PHOTO BY STEFFENS.

They number many thousands, and live with their families in swamps which are always covered by water, occupying houses built upon rafts, and growing fat and healthy in spite of the prevalent malarial influences. Wading in the water at low tide, they cut down the timber and form it into rafts, or fasten the logs to trees awaiting a rise. When this comes, flooding the swamps to the depth of five or six feet and creating a current, they launch their rafts and boom them out in the swamps.

SUPERIOR TO THE SENIOR WRANGLER.

WE give herewith a portrait of Miss Philippa Garrett Fawcett, who recently won the distinguished honor of being bracketed superior to the Senior Wrangler at Cambridge University, England. Miss Fawcett, who is twenty-two years of age, first attended the high school at Clapham, and after her course at this college, went to Newnham two years ago with a scholarship. Afterward she attended Cambridge, where she displayed a wonderful decision and clearness of method in her studies, as well as great thoroughness of execution. One who was familiar with her methods says that "clearness and cogency were the only qualities at which she aimed. She always knew in tackling a problem exactly what she meant to do, and did it. Every paper was written with the same unflinching clearness and decision,

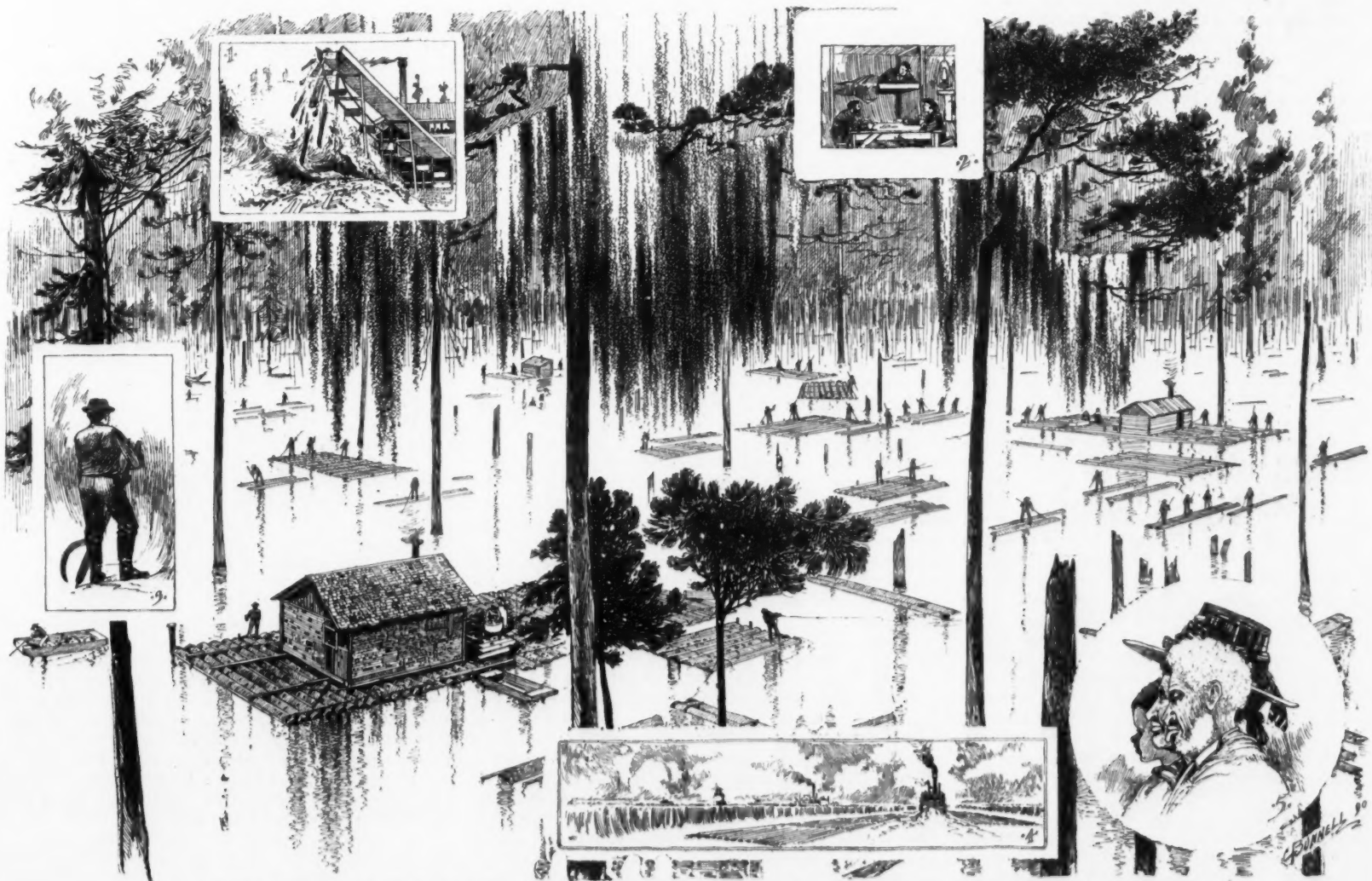
and she easily won the highest distinction ever achieved by one of her sex." The highest lady Wrangler before her was Miss Scott, now, we believe, connected with an American school, who was eighth Wrangler in 1880.

COLLEGE BASE-BALL.

WE give on another page some illustrations of the contest for base-ball supremacy between the athletes of Yale and Princeton, which ended on the 18th of June in favor of Yale. This struggle has been one of the most remarkable of recent years, and has enlisted very wide interest and attention. The first game was played in New Haven, and was won by Yale with a score of 3 to 2. The second game was played at Princeton, and was even more stubbornly contested than the first, Princeton winning it by the score of 1 to 0. The third game of the series was played in the city of New York, and was expected to decide the championship. It, however, resulted in a draw of 8 to 8, so it became necessary to play another and deciding game. This took place on the date before named at Eastern Park, Brooklyn, and was witnessed by a great gathering of friends of the competing colleges. It was probably the best-played, as it certainly was the most exciting game which has been witnessed in this vicinity for a long time.



GREAT BRITAIN.—MISS PHILIPPA GARRETT FAWCETT, LADY WRANGLER.



1. SLAB BURNING. 2. INTERIOR OF SWAMPER'S FLOAT. 3. A SWAMPER. 4. COMING OUT OF THE "BAYOU." 5. RAISED IN THE SWAMP.

THE SWAMPERS OF THE LOWER MISSISSIPPI.—A PECULIAR INDUSTRY IN THE SWAMPS OF BAYOU SARA.—DRAWN BY C. BUNNELL.

THE ALASKA EXPEDITION.

THE PROGRESS OF THE EXPLORERS.—DISCOVERY OF A LAKE, GLACIERS, INDIANS, ETC.

LAKE ARKELL, BRITISH N. W. TERRITORY,
about Long. 136°30' W., Lat. 60°30' N.,
Saturday, May 24th, 1890.

I HAVE the honor, first of all, of announcing to you that the Alaska Exploring Expedition sent out by FRANK LESLIE'S ILLUSTRATED NEWSPAPER, as the first party of white men from a civilized country to visit this region, have availed themselves of the discoverer's privilege, and have affixed the name of Arkell to a body of water found by them. We arrived here at about noon to-day, and it is therefore unfortunately impossible for me to give you further details about this, your new godchild. I can only say that it is a lake of some size, and for natural beauty probably surpasses anything in this mysterious Territory. You and your readers may form an idea from the accompanying sketch, which I made soon after our arrival. I shall certainly begin my next letter with a complete description of this charming bit of picturesque America, and shall also attempt to inclose accurate charts of its shores, as well as of the route we traversed. In the mean time, allow me to confine myself to a record of our work to this point.

Before going into detail, I may mention, in outline, that the expedition has succeeded in crossing Chilkat Pass, an original achievement. It has traced the Chilkat River to its true source, and is now in position to furnish charts of that stream. The party has crossed the water-shed into the Yukon valley by an entirely new route, has found a river (the Cirquet) which has only been known most vaguely from Indian reports, and has descended the valley of that river from its source to this point, through the roughest kind of country; all amid dangers and hardships, which can only be appreciated by those who have experienced them, and which, withal, have been surmounted without serious detriment to the health of any in the party.

We learned upon our arrival here that Lieutenant Seton-Karr, an Englishman with whom Professor Libbey and Lieutenant Schwatka had some experience, had left Pyramid for the pass with three companions three days before (May 1st). He was then, on the date of our arrival, supposed to be encamped near Klokwan, and the supposition afterward proved to have been based on fact.

PREPARATIONS AT PYRAMID HARBOR.

Our experiences at Pyramid Harbor, whither we were conveyed by the *Patterson*, and to which point Mr. Wells had gone in advance with a view of arranging for carriers, were not altogether pleasant. The place consists of a salmon cannery, a trading post, and an Indian village. Its name is derived from a peculiar hill, shaped like an Egyptian pyramid, and located near the settlement on the east shore of Chilkat Inlet. Near this natural monument is a second village, also inhabited by Chilkat Indians. These Indians appear to be altogether untrustworthy; at least we found them backing and filling as to every engagement we made with them, in the most inconvenient manner. It was only after two days of negotiation, attended by very many annoyances, that Mr. Wells succeeded in obtaining a sufficient number of men to load and carry his supplies and equipments. The men obtained by him were a somewhat heterogeneous lot, and included an old Indian whose name in his native tongue is Indianok, but who is known as Schwatka, he having formally adopted this name after having traversed the length of the Yukon with his godfather. The old Indian, after Lieutenant Schwatka's great trip down this rival of the Mississippi, accompanied the commander of the expedition to San Francisco. He had some startling experiences there, of course, and now poses before his fellows as a kind of double-sighted wise man, who has been peculiarly overlooked by the Great Evil Spirit, and therefore allowed a glimpse of a fabulous wonderland. "Schwatka" is a good old fellow, who never looks at you without a broad smile, and who is the only Indian we met who does a thing when he sees it ought to be done. He had been among those who looked upon us as intruding trinket-merchants, but a generous financial offer turned the tide of the old man's interest. He has since been engaged by Mr. Wells to accompany us over our entire route, and I must say that, with his knowledge of canoeing, and his woodcraft, as well as his willingness to perform every little duty which may occur, he has proved an invaluable acquisition.

CANOEING UP THE CHILKAT RIVER.

After considerable excitement on the part of the natives, and any amount of hard work on the part of ourselves, we finally got our stores stowed in our flimsy craft, and were, at two o'clock on May 6th, prepared to leave Pyramid Harbor and proceed on our way. The flotilla consisted of a great war-canoe manned by "George," "Dah-bid," and "Schwatka," and carrying as passengers Wells, Glave, Price, and myself; and two ordinary canoes, one managed by an Indian named "Peter," and the other controlled by two Indian boys of eighteen or twenty, with the assistance of Dalton. We made but slow progress, having much of the time to pole and push our canoes, wading in the water or floundering along the shore in the underbrush. At two o'clock on the afternoon of May 7th we reached Klokwan village, and here we spent some time in negotiating for packers to help us over the "divide." We were visited by Lieutenant Seton-Karr and one of his party, who reported that they were encamped about twelve miles beyond, on "Professor Krause's Trail" to the pass. This trail was mapped by Professor Krause, of Berlin, many years ago, and leaves the Chilkat River a short distance above Klokwan, thence following one of the Chilkat's tributaries to its source. This river Seton-Karr had followed for several days, and was now on its banks. The lieutenant informed us that he had named this river the Welleslie (Wells-Leslie) as a compliment to our party.

On Monday, May 12th, we resumed our journey, and on the following day had our first glimpse of Chilkat Gates (so named by our party).

A dense forest of gloomy black spruce and firs on the right, and in the background, where the gloom is thickest, two huge pillars of solid rock, their faces hewn by nature into a design of magnificent grandeur. The two guard, between them, a threatening gulch, through which the river, now narrowed and deepened into a gorge, pours forth its floods of glacier water with a

sullen roar. The gates stand out in relief from the dark, forest-covered bluff, 2,000 feet high, and towering its 8,000 feet into the heavens above them is a snow-capped peak, to which, from the peculiar position in which it is seen here, we gave the appropriate, though hardly original name, "Chilkat Sentinel."

To the right, at the point whence we first admired this beautiful creation of nature, was the foot bluff of the "Monk's Nose," another mountain named by us, rising abruptly thousands of feet. Thence came to the assistance of the mountain torrent rushing through the cañon, hurling their silvery masses down hundreds of feet at a time, scores of cascades. Their distance softened their roar into soft whisperings like the sighing of the wind.

Immediately below the gorge, in the pine forest, the Indians made their camp, for the rushing waters will not allow further navigation. Wet and weary, yet inspired with the charms of nature revealed to us, we lay down to rest under the sweet-scented trees, and had visions of Paradise until the thousand odors of an Indian camp awakened us to reality, and the cold night wind drove us into our blankets.

THE MARCH TO KNAPP GLACIER.

"Much hard to-day! Up, up, up!" exclaimed "Schwatka," early Wednesday morning, May 14th, indicating with his hand the direction in which our travels were to extend that day—that is, toward heaven. Then he folded our tent like an Arab and got ready to steal away. There was any amount of trouble over the packs that morning, and when it was all ended I found myself encumbered with about twice my allotted weight. The natives are remarkably shrewd in getting rid of weight, and are careful to confine themselves to light articles, which will not attract attention. There was one fellow, appropriately called "Fox," who carried our personal luggage. One day he came to me with one of my sweaters in his hand. He explained that he wanted to buy it, and offered me a quarter. I refused, of course, and he at once assumed a wry face, and with the words, "Klake yak-eh" (no good) he dropped the shirt beside me. His facial contortions amused me, and it did not occur to me until he had gone that he had left me to carry the garment myself. Another trick of the carriers was to drop a pair of boots or a blanket near our beds in the hope that we might inadvertently carry them off. They, of course, were terribly surprised in each case that they had forgotten the articles in making up their packs.

"Schwatka" led the way for the rear guard, and we strung ourselves out behind him and began our toil. This was simply getting through—or, rather, around—the gates of Chilkat Pass into the front yard. The gates are securely locked, and the only way to enter the grounds is by climbing over the fence. The rocky hills over which we had to clamber are not over 1,500 feet in height, and we were not tried in our strength or endurance to any considerable degree. We broke from our camp into the density of the forest, and it seemed like entering the hallowed darkness of some mystic shrine. The path was level for a hundred yards, and then ran abruptly into a rock. The trail at once ascended rapidly, winding about rocks, twining along rushing waters, slipping over diminutive glaciers, wading through snow-banks, and dodging the tangled underbrush. We made good time, and when we were winded took a comfortable rest on a mossy bank.

At first the air was laden with moisture, the path was hidden from the sun by moss-covered rocks, and the scene was wild enough to offer opportunity for the most blood-curdling of deeds. Afterward the trail led over spots bright and warm with sunlight, and ever and anon old Sol succeeded in reaching us with some of his life-giving darts.

From the summit the descent was precipitous and abrupt, and in half an hour we found ourselves suddenly back in the valley of the river, with its swift-running channels and its innumerable sand-banks. We were now inside Chilkat Gates, and had before us what was left of the river to its source. The march, though the day was fine, was only continued a few miles, for the natives had discovered some mountain sheep on the rocks to the westward. The whole outfit, therefore, went into camp, while one or two Indians went out to hunt.

The next day was Thursday, May 15th. We continued our tramp until two o'clock in the afternoon, most of the time in water, and then went into camp on account of the first rain since we had started. The Indians had refused to move on while the weather was bad and the sheep held out. Our faithful "Schwatka's" energy had taken him so far ahead of the caravan that he had not been overtaken, and he quietly moved on with our tent on his back, in ignorance of our having stopped. We had to get along, therefore, with our tent-fly as a protection from the rain. We remained at this camp (No. 7) the rest of that day and all of Friday, May 16th, bedrizzled with rain all the time. The only thing we could do was to sit around, broil sheep-meat on sticks, and watch the Indians gorge themselves with all kinds of disgusting food mixtures. They usually hold a kind of barbecue when a newly-killed sheep arrives, and there is nothing except the tegumentary system that they do not devour. If it were not for the value of the wool, they would probably eat that. The head they throw into the fire hair and all, and let it smoulder until the brain is baked. The dish is undoubtedly palatable, but the stench imparted to the meal by the burning hair is enough to spoil anybody's appetite. The tripe is the greatest delicacy, and is eaten without cleansing. The marrow bones are also baked until they become brittle, and then broken so as to allow the marrow to be scooped out. This is really an excellent way of cooking, and we enjoyed its delicious results ourselves. All meats are spitted, and though we tried it fried, boiled, and stewed, it is by far best broiled on a stick.

At length, on the morning of Saturday, May 17th, we again broke camp, and resumed our tramp. It was another hard day. Shortly before noon the river-bed showed signs of the neighborhood of a glacier. The boulders which pave the bottom of the entire Chilkat valley grew in size, until walking became difficult and degenerated into a hopping mode of locomotion from one big stone to the next. At noon we arrived at the foot of a huge mountain springing up from the river-bed like a monument. From the angle it subtended at a distance of about two miles, I should say that it has a height of about 7,200 feet. Tsi-git-leh, the natives call it, and we retain the name. Almost simultaneously with our first view of Tsi-git-leh, we obtained sight of Knapp Glacier, the true source of the Chilkat River. Like all glaciers,

it filled in a huge crevice in the mountains, in this case between Tsi-git-leh, and a 6,000-foot peak and range to the westward. The boulders about the foot of the glacier were as large as ordinary one-story houses, and the masses of ice rose above them like the minarets of a mosque. The face of Knapp Glacier, as seen from below, is about 100 feet high, and cut up by huge and deep fissures, to which the shadows give a color of the most magnificent and deep-toned blue. A blue-print photograph would probably reproduce the color very well. From this imposing wall of ice came an air of such coldness that it involuntarily suggested what a bonanza it would be to have these tons of chilliness in New York this summer. The name I have mentioned was given the glacier by us in honor of Governor Knapp of Alaska.

Our road lay diagonally over the lower end of the glacier, and made it necessary for us to clamber up a steep side of ice covered with a light layer of sand. This did not prevent the surface from being slippery, and our progress up the incline was not entirely without discomfort. Some of us had to get down on their hands and knees and hang on with their finger-nails, while the rest stood by and jeered. When we had reached the top we found it to consist of the usual moraine, masses of boulders, the interstices filled with gravel, sand, and clay, and sometimes with rotten ice. In many places the support granted by the lower layers of ice had given way and allowed the moraine to sink into deep depressions. In others the moraine was still hanging over these holes, and to cross over them was dangerous to life and limb. Over such a field there could of course be no trail, and each of us made his way as best he could over these ancient deposits of the grist from nature's gigantic mills.

The end of our path was reached only after most difficult work, the trouble being chiefly caused by the sinks and loose stones, making the footing insecure and causing frequent tumbles. Toward the mountain on the west side the glacier began to be cut up by pools and running water on its way to feed the river. Eventually, when we arrived at the slope we found it to be very steep, and the trail we struck was as abrupt as the path of a mountain-goat. The climbing was much as we had experienced before, and in the middle of the afternoon we were busy making camp on the side of the mountain. "Schwatka" had left some traces behind him, but was still in the lead of the caravan. Late in the evening he suddenly appeared, but did not bring the tent with him. He had carried the canvas a mile and a half further up the mountain and had left it there. The sky had clouded up during the day, and on the mountain the snow was falling. About our ears blew a cold wind which did not seem to know its own mind about its direction. The slope of the mountain was almost forty-five degrees, and we had to dig a hole to keep from rolling out of bed. With only the tent-fly for protection in such weather, we had anything but comfort, and in that condition we spent the next three days, May 18th, 19th, and 20th. It was raining, sleeting, and snowing all the time, and there was nothing for us to do but grin and bear it.

OVER THE PASS.

We had spent the cold night of the 20th under our tent-fly, and were awakened at three o'clock in the morning by the uproar of the Indians, who were making preparations to cross the pass. The morning felt extremely cold, though the temperature was hardly below freezing point. The cloud-line was low, and at our height (I had determined it to be 3,150 feet above sea-level) we were surrounded by the mist which was congealing into snow, and in that form fluttering into the valley below.

Camp No. 8 was on the slope of a mountain facing almost east. We had gone in a quadrant to the left from Knapp Glacier, and that dismal mass of ice and moraine was now at our feet to our right. To the front of us our mountain dropped into a deep gulch filled with huge boulders almost to our height. The other side of the gulch was formed by a wall rivaling Tsi-git-leh in height. The gulch was, therefore, some thousands of feet in depth, and extended in a northerly direction. It was through this great crack that we were to go, but one difficulty was that it was filled almost to its top with a wedge of eternal ice and snow miles in breadth and miles in length, a second glacier even larger than the first. We had a view of what was before us from the left of our camp, and named the second glacier the "Leslie." On it there is no moraine, nothing but a vast field of snow, a layer probably of hundreds of feet spread over the millions of tons of ice.

We at once took the trail, which had from the first the characteristics of a step-ladder to the celestial regions. We climbed hard and fast, yet it took us from half-past four until nine o'clock to reach the summit and the edge of the glacier. The entire trail as high as the snow-line was marked by traces of mountain sheep. Then almost all vegetation and animal life ceased, and the path led over vast masses of packed and frozen snow, and clambered over slippery rocks. Once in a while we heard a ptarmigan, but the wise bird kept his cover. We had now reached a height of over 5,000 feet, and had to cross diagonally over half the glacier before we could make a straight line northward. The snow-drifts which filled up the chasms in the rock fortunately had a hard crust, and we were able to clamber over them. The great splits in the glacier, those dead-falls for Alpine explorers, were apparent enough to be avoided, and, all in all, the travel would not have been bad over the glacier had we not been exhausted with the strain of the morning's climb. Snow-shoes were essential for walking, and inasmuch as only three pairs had been provided, two of us were obliged to go without and pass away the time digging ourselves out of snow-banks where the crust did not bear us. The sun was luckily hidden most of the morning by clouds, and we were not troubled with snow-blindness, though the glare from the glistening surface was disagreeable. At two o'clock in the afternoon we arrived at a cañon bearing about 320° magnetic, and forking to the left from the main body of Leslie Glacier. The latter continues in its own direction, like an enormous wedge between the two ranges, rising higher and higher into the interior as far as the eye can follow it. We passed along Leslie Glacier for ten miles, and fully twenty more are in sight to the northward. We now left the main body and followed the left branch, which continued to ascend for a short distance, and then fell rapidly into the cañon. As soon as we reached the edge of the slope we saw beneath us a small part of a new river-bed—one never before looked upon by the eyes of a

white man. We could only see masses of ice and snow and boulder, with small rivulets modestly creeping from under the great piles, but down below, where the valley makes a sharp turn and where the mountains shut out our view, there shone the silver of a wider stream which had drawn its baby strength from the nourishing fluids of the mother glacier.

The descent of the left branch was rapid and without incident, beyond the disappearance in one instance of the entire exploring party in one capacious pitfall of soft snow. As soon as we arrived at this foot of the glacier we started a tramp very similar to many we had had on the other slope, but vastly more difficult and trying. The valley from its start is wider than that of the Chilkat River, and the mountain walls are neither so steep nor so high. Our altitude when our march began was about 4,000 feet, and there was little to cheer the wanderer. The rocks on both sides were bare and cold, without a tree, without a sign of animal life, and the valley itself, where it was not bog or boulder, was sandy and barren, and could produce nothing but a stunted willow-growth and a variety of moss. The latter, however, has its beauties, and some of its forms are as delicate almost as an orchid. A few ducks were seen after we had gone down a mile or so, where the river makes a turn to the eastward. There was no trace of a trail along here, and the expedition most of the time was up to its arm-pits in mud and slush, with a cold glacier wind blowing down the back of its neck. As we came down into the valley the river widened into a respectable size, and grew rapidly into a stream commanding attention. The slopes of the valley became more and more gradual, and the hills on the right became lower, until they were only a few hundred feet in height. Trees began to spring up, first small, then larger; the brush grew higher, the moss larger and more variegated than ever; berry-shrubs poked their last year's fruit into our faces, and in every way Nature began to reassert herself. Eventually we struck a comfortable trail and got along with fair rapidity. It was fully nine o'clock when we arrived at Camp No. 9, where we found a rousing fire, the tent up, beds made, and Dalton and "Schwatka" busy cooking. We had been on (and off, I might say) our feet for sixteen long hours, most of it the most difficult climbing and "bog-trotting." But we had achieved the first object of our expedition. Chilkat "divide" was crossed, and we were in a new region with plenty of material ahead for discovery. We retired with satisfaction and slept the sleep of the just.

THE DESCENT TO LAKE ARKELL.

The Indians gave us no rest at Camp No. 9, and at six o'clock on the morning of Thursday, May 22d, camp had been broken, and we were limping over the trail, stiff in every muscle. The weather had cleared off, however, the sun shone brightly, and the most delightful cool air prevailed in the pine forest through which we had to pass. The river, now little more than a good-sized brook, rippled over the masses of boulders which every mountain ravine cast down the hill-side in memory of its glacier days. The song of birds greeted the May-day, and we felt transported to the southward, where our friends were probably enjoying their first picnics. The course of the river was now 250° magnetic. At nine miles from Leslie Glacier, or about a mile below Camp No. 9, are the first falls, a tumbling feat of the stream over a series of steps aggregating one hundred feet in height. The water is churned into milky whiteness, and a cloud of spray glints in the sunlight. The mountain sides re-echo the growl of the excited stream, and the rumble of rocks rolling down the incline helps to form a medley of noises. Below the falls, darting between jutting masses of stone, gliding under overhanging ponderous weights, slips the agile stream in rapids, contorting itself into serpentine courses. Another mile down, another cañon feeds into our own from 150° magnetic, and brings down another mountain stream, considerably smaller than the one we are exploring. Our river is called by the Indians the "Cirquet," pronounced "Seer-quett," and they know nothing of the "Tah-keen-ah" mapped from Indian reports by American and Canadian surveys. We therefore, thus far, have retained the name "Cirquet" (this is our spelling).

On Thursday we continued on our march until about noon, when the natives saw a big brown bear on the right ledge, and sent a delegation in pursuit. The hunters had remarkable success. During the day they put about a thousand pounds of fresh meat into camp, and we all enjoyed it thoroughly.

Friday morning saw us once again on the march. After having gone two miles we overtook the Indian carrying our canvas folding-boat and we put the craft in commission. Wells and myself, with "Schwatka" for a boatman, went ahead down the river, and by shooting the rapids and portaging reached Lake Cirquet, rechristened by Wells "Lake Maud." This charming body of water is about four miles in length, and from a mile to two miles in width, extending generally in a direction 315° magnetic. When we reached it the prevailing southerly wind was blowing stiffly down the valley, and the little lake was making ludicrous attempts to kick up a sea and hurl a surf at its cobbly strands. The expedition marched along the south-west shore around the whole lake, and camped on the other side, after fording Lake Maud's outlet at the upper extremity. This end of the lake was filled with broken ice, which had floated down the river and had become gorged here. The river channel, however, strained itself through the ice masses, and continues, through a cut between the mountains, on its old course, maintaining its general direction of 315° magnetic in spite of its many meanderings.

Camp No. 11 was so sheltered by trees and the ground was so soft with moss and bunch-grass, that we rested our weary limbs in the open air, and enjoyed our sleep. This morning, Saturday, May 24th, we finished our march to Lake Arkell, over a very fair specimen of the Alaska trail, and in part over territory without any trail. We made a short cut over hills, through woods, and down muddy valleys, and shortly before noon came into an open, and saw spread out before us this lovely stretch of water, Lake Arkell. This lake receives the Cirquet River at an angle of about forty-five degrees, seven miles below its (the lake's) head. The direction of the lake here, for it is slender like all Alaskan lakes, is almost due north and south, but it makes a turn westward about half a mile north of this camp (No. 12) and follows in outline the river cañon. Its length we have not, of course, ascertained, but the Indians say it is very long.

P. S. May 25th. — Our communications go to you over the road which we came, and we have two Indian runners waiting anxiously to get the packages. We have a splendid camp here, and with two ibex, killed respectively yesterday and this morning, are plentifully supplied with fresh meat. The lake, however, is filled with ice and we cannot raft out of here until the flocs run out. We have discovered a shortage in our supply of flour, which threatens some inconvenience, as we shall be without bread in a couple of weeks. A. B. SCHANZ.

IN FASHION'S GLASS.

A REFLECTION OF SUMMER MODES.

[Any of our lady subscribers who are desirous of making purchases in New York through the mails, or any subscribers who intend visiting the city, will be cheerfully directed by the editor of the Fashion Department to the most desirable establishments, where their wants can be satisfactorily supplied.]

At the beginning of a season one may start out with the most economical resolutions as to dress expenditure, but they will have to be strong indeed to resist the fascinations of the lovely and wonderfully cheap fabrics that assail us on every side. As soon as July sets in, the shops begin to pile up their bargain counters, and whether the taste turns in the direction of washing or of woolen fabrics, the temptation to buy another and yet another dress length that is at once so cheap and so pretty, is equally strong. An expert shopper, too, can find just as desirable and stylish goods as at the opening of the market, and they can be laid away for next season, or made up in a conservative style which is bound to last.

Now that many dresses are so plainly made, the elegance of a toilette frequently depends entirely upon the style and finish of the details. Sleeves often contribute this elegance to an otherwise plain costume, and in the group illustrated, three styles, suitable for different fabrics, are given. The first is a plain sleeve, raised a little at the shoulder, but tight at the lower part, and buttoned on the outside of the arm nearly up to the elbow. This sleeve is made of broadened silk, and is also suitable for broché and plaid woolens, and other figured materials. The second sleeve is a more dressy model, and is suitable for soft silks and light woolens. It is finished off with a deep epaulette of lace, and a turned-back cuff of the material, edged with lace. On the shoulder is a lace rosette with a velvet bow in the centre, and two small bows are placed at intervals on the back of the arm, but which may be left off if so desired. This model would also be found well suited to black silk with black lace and velvet ornaments. The third sleeve has the upper part of silk or woolen material, arranged in easy folds around the arm, and concealing the upper edge of a very deep cuff of embroidery decorated with two velvet bows, with ends finished off with passementerie tags or spigots. The cuff may be covered with passementerie, or whatever trimming corresponds with the remainder of the costume.

Crêpe de chine of the softest texture and in the most exquisite colors is the most fashionable and loveliest of fabrics for evening toilettes, whether plain, broché, embroidered, or printed. Broché *crêpe de chine* is made in plain colors, ivory, peach-blossom, mauve, etc., with the design of flower-sprays in the same color, but woven in a reversed manner, so that the more important parts of the pattern stand out in relief. So varied are the weavings, that in some cases the pattern appears to be embroidered in different stitches, some carelessly thrown across, while others will be flatter and more brilliantly glossy. The printed varieties have delicate sprays of heather or other light blossoms on a white or light-colored ground, with narrow satin stripes at close intervals. Embroidered *crêpe de chine* generally has the embroidery along one edge, forming a border to the whole of the skirt, or to the front only, making a lovely ball toilette.

Bands of feather trimming, ruches of fringed silk or satin ribbon with pointed ends, or garlands of flowers are the most fashionable borderings for the skirts of young ladies' ball-gowns.

Pongee in its natural color is a favorite material for children's wear, making pretty blouse dresses for little boys, and summer coats for little girls. Nankeen is also used extensively for little boys' every-day dresses.

A London firm has recently put forth a happy invention in the new "triple spliced instep hose," a vast improvement in the manufacture of stockings, whose special feature and advantage consists in their being spliced at that part of the stocking which is most subject to wear and friction, viz., at the instep, ankle, and heel—children's stockings are spliced at the knees. This hosiery is doubly advantageous, being very durable, without losing any of the qualities so essential for summer wear, that is lightness and fineness of texture. ELLA STARR.

AN INDIAN BACHELOR OF SCIENCE.

"AMONG the medical graduates at Boston University," says the *Christian Advocate*, "is Charles Alexander Eastman, a Sioux Indian, whose original name was Ohiyesa, a winner. His father, the son of a Sioux chief, was engaged in the Sioux outbreak in 1862, wounded, captured, and condemned to be hanged, but his sentence was commuted by President Lincoln. The young man lived in the wilderness in British America till he was eleven years old; his father, then becoming a Christian, sought him out and brought him back. He was graduated bachelor of science from Dartmouth College, and now graduates in medicine."

AT HOME AND ABROAD.

THE Republic of Brazil has been formally recognized by the French Government.

THE Governor of New Jersey refused to sign the bill legalizing book-making on race-tracks in that State.

THE estimate of the population of the District of Columbia is 228,160, an increase of twenty-nine per cent. in ten years.

THE Colonial Government has made an important modification of the Canadian Bait act, in favor of American fishermen.

THE population of New York, according to the census returns approximately stated, is 1,700,000, an increase of half a million since 1880.

THE United States Senate has passed the House bill to devote to the common schools of Utah the property lately belonging to the Mormon Church.

AN agitation has been begun in Constantinople against the Sultan of Turkey for entertaining foreigners with *fêtes* and ignoring the intense misery of the country.

REV. MR. SPURGEON inherited a large sum of money recently from an admirer in an English town, but distributed the entire amount among the testator's poor relations.

THE House Committee on Post-offices and Post Roads has reported favorably a bill providing for a Fourth Assistant Postmaster-General at an annual salary of \$4,000.

THE census returns for St. Louis will give the city a population of 430,000, and steps have been taken to secure a recount, if possible, on the ground that the returns are grossly inaccurate.

THE International Prisons Congress, recently in session at St. Petersburg, adopted resolutions favoring the punishment of inebriety, and that the sale of liquors on credit or to children should be prohibited.

SECRETARY BLAINE has written a letter to the chairman of the Millers' National Association, suggesting that the admission of Cuban sugars free of duty would result in that island taking American breadstuffs on the same basis.

LATE returns of the vote in New York on the State flower indicate that the rose will receive the plurality of the votes cast. The golden-rod ran ahead in the cities, but in the country districts the preference for the rose is marked and decided.

It seems to be settled that the British schooners engaged in the sealing operations in Behring Sea mean to resist seizure by United States vessels. It is said that they will receive the support of the Dominion Government in such resistance. It is to be hoped that if they shall persist in this course every poacher which may be seized will be punished by the prompt confiscation of the catch.

THE new Constitution of Brazil recognizes a federal system based upon that of the United States. The President alone is responsible to the nation. The Ministers are replaced by Secretaries of State, who are answerable to the President alone. Parliament will consist of a House of Representatives and a Senate. The power of these two bodies will be of a purely legislative character, and an adverse vote by either chamber will not entail a change of ministry.

THE census is already making some interesting revelations. A list of county indebtedness in the State of Kansas, for instance, shows that most of the counties have had a large increase of debt within the past ten years, and only eleven are entirely free from bonds. One county, Dickinson, which ten years ago had a debt of \$14,500, now reports its debt at over \$280,000. Perhaps some of the farmers in Dickinson County who complain of over-taxation and charge it to the tariff would find the cause of their trouble at home, if they made proper inquiry. And how many other counties are like it?

COVINGTON, "GEM OF THE MOUNTAINS."

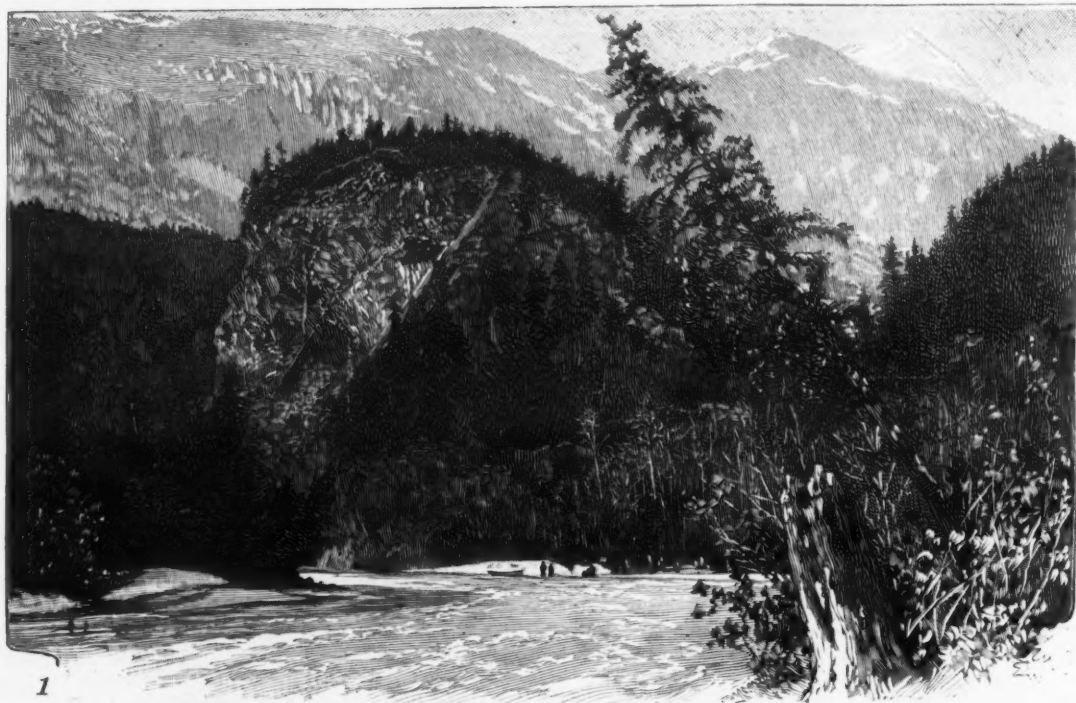
THE world is no longer tempted to seek the Great Carbuncle. It is too busy constructing homes. But could Hawthorne's band of pilgrims climb a certain knoll in the Alleghenies, and glance for one instant over the valley beneath, they would indeed be dazzled by the splendor of the sight. Here lies Covington, the "Gem of the Mountains," falling away in peaceful meadows from the Jackson River, and inclosed by vast ranges of mountains crowded with iron ore. There has been something of a town here since 1818, but, like all the rest of this mountain State, locked fast in a Van Winkle sleep. It is quaint, picturesque, and beautiful, but only in the last year has it been alive. But it is thoroughly alive now. The inhabitants have suddenly realized that theirs is one of the finest locations, and, sheltered by the famous Richcraft Mountains, that theirs are as unlimited resources as Virginia or the West affords. Hundreds of mines at their very doors are already supplying unlimited quantities of iron ore for surrounding furnaces. Many others will quickly follow. A company commanding large capital has been formed, bought the valley, and has already begun the work of erecting a city worthy of the place.

The Intermont House, a stately structure, will open with fifty-three sleeping-rooms ready for guests; the remaining one hundred rooms will be ready for the season of '91. The hotel will have hot and cold baths, steam heat, electric lights, all modern improvements, and a fountain of chalybeate water in the grounds.

The manufacturing plants will be owned and operated by the Improvement Company. Brick will be made by the company, and furnished to builders at a very low price. A blast furnace, rolling-mill, and steam forge will also be operated in connection.

The branch railroad to the Warm, Hot, and Healing springs will leave the main line of the Chesapeake and Ohio Railway at this point; also a branch railroad to develop the minerals of Potts Creek. Free sites and cheap iron and coal granted to any industry locating here.

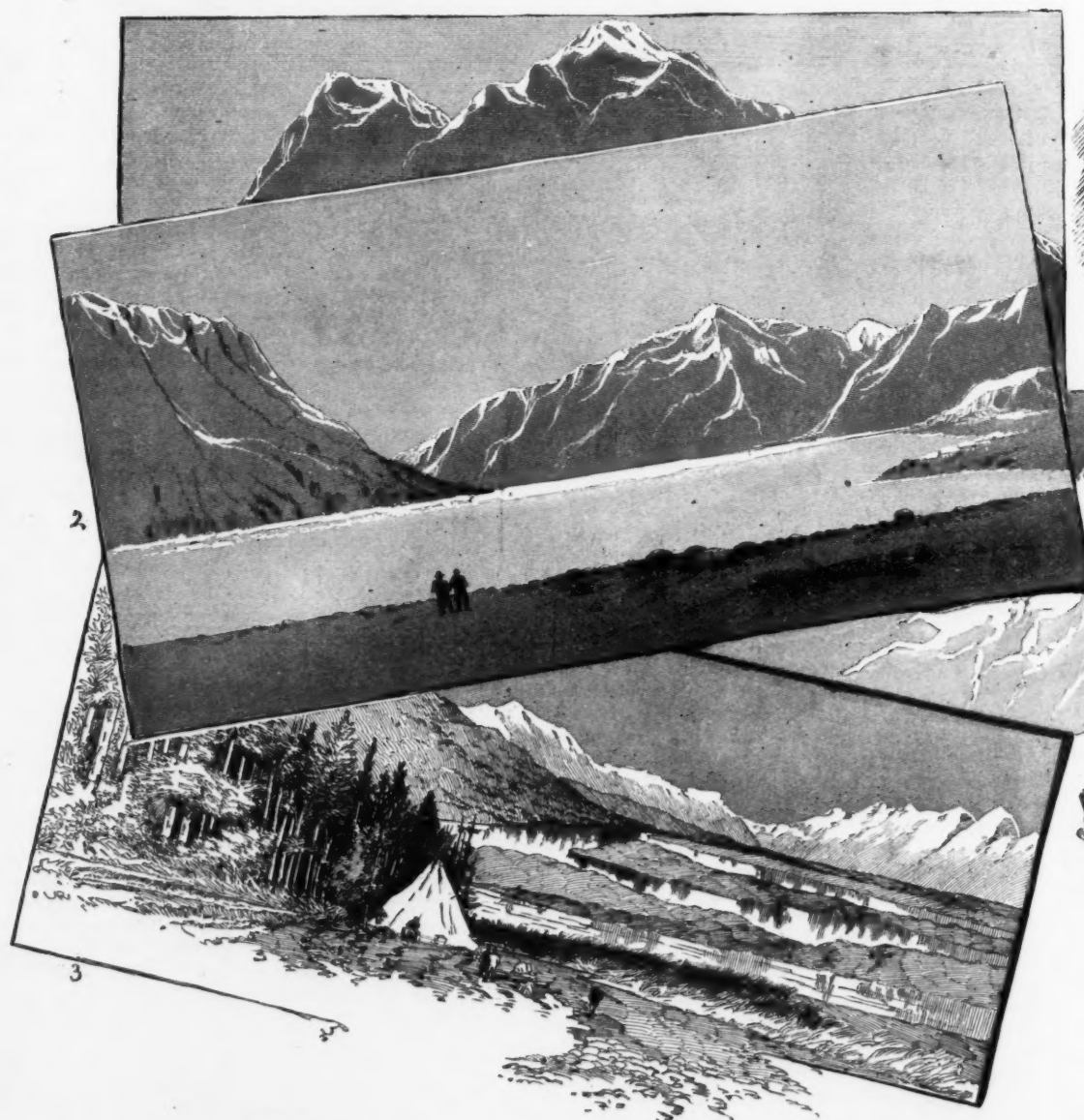
We are glad to say that this company has for its sole purpose the improvement and building up of a substantial city. "It is New England that we desire to draw from; New England and the North, and the white population of the South," said Mr. Sears, the manager of the company. "We want above all things, intelligent labor as the foundation of the new city of Covington." When the writer visited this magnificent valley the work of construction was well under way, several of the manufacturing plants already purchased, and the certain prosperity of the city assured.



1



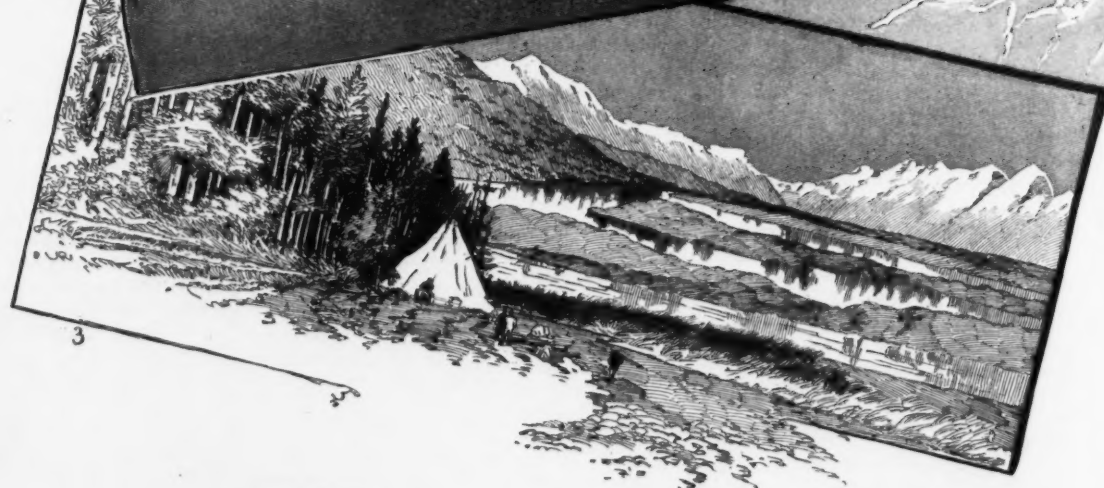
"Koquist"



2



A carrier



3



4



Ai-ak.



1. THE CHILKAT PASS. 2. LAKE ARKELL. 3. LOOKING EAST-SOUTHEAST FROM CAMP BELOW VILLAGE OF KLOKWAN. 4. INDIAN PORTERS CROSSING THE SNOW-CLAD GLACIER.

THE "FRANK LESLIE'S NEWSPAPER" ALASKA EXPEDITION.—FROM PHOTOS BY E. H. WELLS AND SKETCHES BY E. J. GLAVE.—[SEE PAGE 466.]



THE BLEACHERY BEFORE THE STORM

SANDUST ON THE PLATE



DURING THE STORM

A TRANSFORMATION SCENE



A DOUBLE SLIDE



YALE CHORUS
BREKEKEKEX, COAX, COAX,
BREKEKEKEX, COAX, COAX,
WO-UP-WO-UP-PARAHALLOU, YALE!



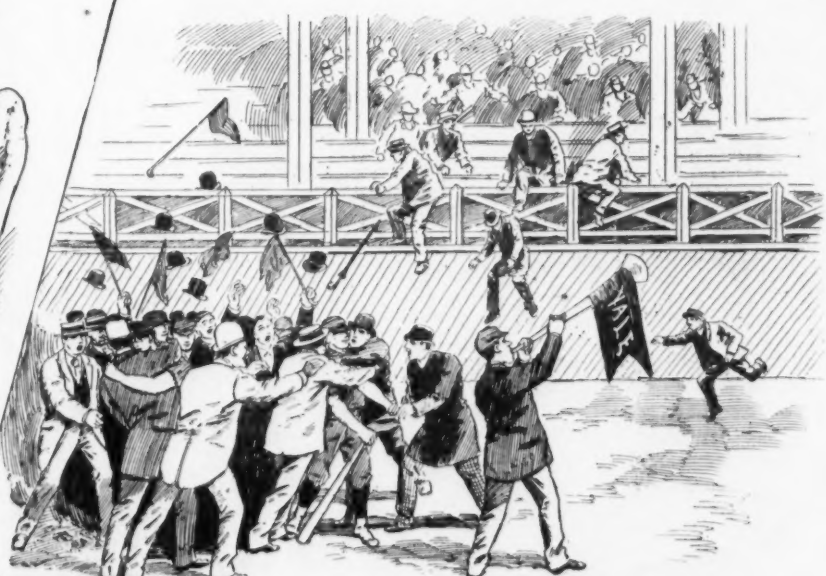
PRINCETON
SISS-BOOM-AH-PRINCETON



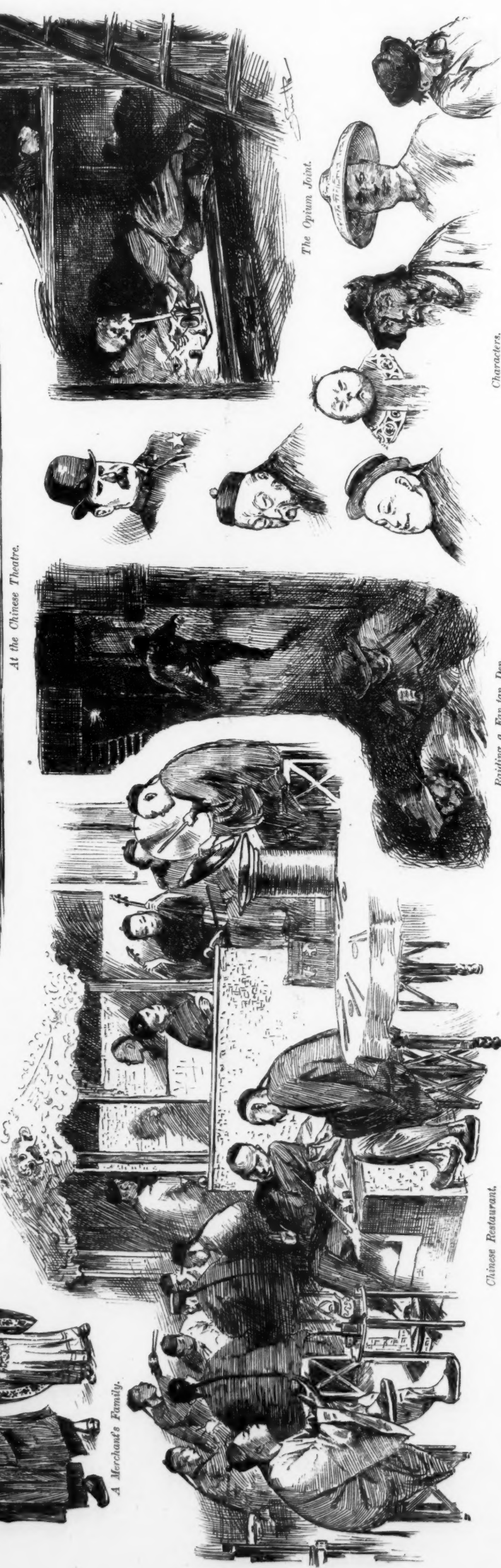
A YALE GIRL



A PRINCETON GIRL



GREETING THE VICTORS



At the Chinese Theatre.



Raiding a Fan-tan Den.



Chinese Restaurant.



The Opium Joint.



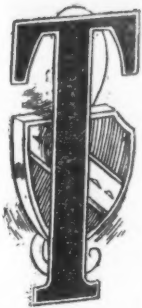
Characters.



SKETCHES IN THE CHINESE QUARTER, SAN FRANCISCO.—DRAWN BY J. H. SMITH.

THE MUMMY'S TALE.

BY L. BOND MASON.



THE wind and snow blew against our windows in such fierce gusts that Jack and I decided to spend the evening in our den.

"I'll read you that odd manuscript I was telling you about," said Jack, as he began rummaging in an old cabinet. "You know I found it in one of those little hair trunks at the homestead in Norwich. Ah, here it is!" he said, a moment later, showing me a queer-looking portmanteau; and taking out some faded, yellow sheets, he held them up to view.

I begot myself in an easy posture and lighted my meerschaum, while Jack arranged the sheets in order.

"Only part of it is here; the first page is missing. Well, this is the way it goes." He cleared his throat and read as follows:

"So do not think seriously of this, Vervins, for perhaps I was only dreaming, but I promised that you should be acquainted with your odd story at my death. I will record it as I first wrote it forty years ago.

"I was living in Boston at that time, and was on the staff of one of the city papers. Besides this, I pursued my other literary work, which altogether brought me quite a modest salary. With this I could indulge my taste for furnishing my apartments in the romantic way I had them, and also add to my library.

"Your father and I had been great friends until he proved a Benedict, when, as a natural result, we saw less of each other. On his wedding day he sent me a mummy that I had often admired for its wonderful state of preservation, with a note stating that I would have no cause for lonely hours, as I could always enjoy the society of that charming Egyptian lady. It was at that time your father painted that ideal head which made him so famous in four continents.

"Late one evening, about a year after, I grew tired of reading, and tossing my book on the table I stretched myself on the divan and indulged in my customary smoke. I had only taken a puff or two before I felt the influence of a pair of magnetic eyes on me, coming from the direction of the mummy. Turning, my surprise was so great as to literally paralyze all my faculties, except sight and hearing. For there before me stood an Egyptian girl of most wonderful beauty. She smiled at my fright, and then stepping nearer, spoke in the low, sweet tones that none but you, my dear wife, have ever equaled.

"You are frightened, Gregory," she said, as the smile deepened into a laugh. "But only hear my story, and your fright and amazement will give place to pity." Her face assumed an earnest, pathetic expression.

"For three thousand years, Gregory, I have been waiting for this time to speak. For three thousand years I have been doomed to haunt my own mausoleum. Unable, like other sinful ones, to hover around the living world, I was bound by the heaviness of my crime to play about the bodies of my friends and ancestors. None, none but those who have suffered the torments that I have, can know the torture of such years of confinement. And as she spoke a tremor of fear passed over her. 'Not long ago the curiosity-hunter of this century brought me out of my forsaken tomb. I was first taken to an institution of learning, but the uncongenial and philosophical minds of the professors were unaffected by the suffering heart of a young woman. They could never see or hear me, as I pleaded, when they unrolled the old bindings and speculated on my age. Shortly afterward, your friend Monsieur Duval took me to adorn his studio. "At last," I cried, "a poet and a dreamer will be subject to my power." He mistook my face for his own inspiration, and has made his name by painting my picture. For nearly one year I have lived in these rooms, but never until to-night could you see me. Often I have kissed you; kissed in repentance and in love. Yes, Gregory, listen, listen! The deep, dark eyes grew full of love and passion.

"Hear my story. We loved—ah, how we loved! Three thousand years have passed since then, and during that time it has grown. You have forgotten; yes, like us all in the mortal state. We live but for the present time, and forget all the wretched, terrible past. You were my lover then, but now you do not know me. Listen, Gregory, while I tell you of my crime.' She moved one step nearer.

"We were soon to be wedded. We were equals in the spiritual sense, but, alas! not so in the mortal's idea. We both had but one more life on earth, when we would have left forever this wicked world. How weak we become when clothed in the flesh. The earthly vanity which I thought I had conquered overcame me, and I fell. Your love was forgotten in the luxury that wealth can give, and which I thought I enjoyed.' She stopped a moment and wiped the tears from her face.

"You lost all faith in man; you, you, my dear Thothmes, now my Gregory, you murdered the man who had ruined our happiness. We have both suffered long imprisonment for our crimes. You at last are free, and will leave forever this cruel planet on your death. But I—oh, my Thothmes, free me; you, and you only, can do so. To-morrow, at early morn, your friend Monsieur Duval's wife gives birth to a daughter. Let me be that daughter. When the first streaks of day are stealing across the city, take the heart that is wrapped within those bindings, and she pointed to the now tenantless case, 'cast it into the fire, burn it on your hearth-stone, and I will once more be free. Fail, and I shall be forever doomed to this living torture until the last hour of recorded time. Oh, my Thothmes, hear me! promise you will. Yes, and then we'll wed and drift to the higher bodies together. Promise, promise, my Thothmes, promise!'

"She stepped back to the case, and as I stared in my spell-bound way I saw the snow-white linen and the delicate purple grow misty and dull as it once more assumed the shape of the mummy wrappings. The beautiful ivory face became dark and thin, and the eyes lost all their lustre.

"O God! I cried. I was free, and jumping up, I ran to the case, but only a hideous mummy mocked me as I gazed in fear.

"At that moment the gong sounded four. I stepped to the window and could see the first streaks of day coming over the

distant hills. 'I must have been dreaming,' I said, and drew down the shades and prepared to retire.

"Again I felt that awful spell upon me. I turned, but all was quiet and still. Then the case seemed to sway, then fell with a crash to the floor. The heart rolled to my feet. I picked it up, and before another moment passed only ashes remained of that faithless heart.

"My brain was all confusion, and I thought sleep denied me, but I had hardly touched the pillow before I became unconscious. I must have slept but a short time before I was awakened by a pounding on my door. It was Duval, and when I admitted him he fell on my neck and wept. His wife, his beautiful Gertrude, had died that morning in giving birth to a daughter.

"There is nothing more to say. You know that you are that daughter, and now my wife. You also know how much that picture which your father painted before your birth resembles you. It is often called your picture, and I wonder if it is not. Now, can I doubt but that we lived and were lovers centuries before? I trust, my dear wife, that your prophecy will prove true, and that we may leave this life together."

"It ends there," said Jack, folding up the sheets; "but I found an old diary kept by my great aunt which said they both passed away the same hour. And now, what do you think of it? Is it to be wondered at that I am eccentric, if my grandparents were such fossils that they could count their birthdays by the thousands?"

"It certainly is a good way of accounting for your peculiarities," I answered.

"But, to put all joking aside, Bob, do you know I really believe it is true?"

"Bosh!"

"Yes; I knew that you would say so, but I have an old mummy case at home that has been in the family for years, and you know yourself about the picture."

"Yes; and I also remember your father telling me that his paternal was given to writing and to practical jokes; no doubt this is one of them. Don't let a story turn your brain, Jack."

"No, no; there again you are wrong. He meant his father-in-law. He always called him the paternal. I see there's no use trying to convert you, but you won't object to drinking to my Egyptian parentage, any way." And he poured out the wine.

WALL STREET.—A WAITING MARKET.

I THREW out a hint to my readers about biting at the attractive bait offered them by Wall Street manipulators, who insisted that the passage of the Silver bill meant an increase in values. On the rise, largely attributable to the silver matter, great amounts of stock have changed hands. The sharpers of Wall Street, it is safe to say, will only take back these stocks when they can get them at a reduction. Of course the increase in railroad earnings, and an improvement in business prospects may help the market to advance. It is in a waiting mood, and this always affords the bears an excellent opportunity to rush in and jump on things. When the bears have done this, those who seek to gather in stocks and prepare for the rise that will come as soon as good crops are assured, will avail themselves of the opportunity to load up, and another bull campaign will be inaugurated.

A Chicago correspondent writes to thank me for having recommended, some months ago, the purchase of a certain class of cheap bonds. He says he made the purchase solely on "Jasper's" recommendation, and has made a good profit by purchasing Missouri, Kansas and Texas 4's, and Rio Grande 4's. He wants to know if he shall sell out at present prices. It is unnecessary for me to say that I do not like to advise speculation. I simply advised my Chicago reader how he could get a better return on his investments than he was receiving, and I think if he will retain his holdings he will find himself considerably profited before the 1st of January.

A St. Louis correspondent asks what is the matter with Chicago Gas? Whether he should sell what he bought at a price higher than that which now rules on Wall Street? When Chicago Gas sold between 40 and 45 I intimated, or, rather, suggested, that as it was paying four per cent. per year, and according to its official reports earning these dividends, it was a good purchase. But I did not dare urge it as an investment. I believe if it were in the hands of the stockholders, and free from manipulation, it would be worth higher figures than it has brought. If I held stock at present prices, and it was paid for, I do not think I would sacrifice it. And yet I am impressed with the belief that inside manipulators of Chicago Gas, having disposed of their holdings, are preparing to put prices down to 30 or 40 again, when the litigation against the company will be suddenly disposed of and the stock marked for an advance. That will be the time to get out.

A curious inquiry comes to me from Indianapolis. My correspondent asks if "Jasper" is wealthy, and if not, why did he not make himself rich by taking advantage of the point he gave in reference to Sugar Trust certificates some months ago, when in this column it was said that at about 50 Sugar Trust would be a purchase for returns? It hardly concerns my readers what my worldly possessions may be. I am not a speculator, and never have believed in that method of trying to get rich. My observation has demonstrated that every one who goes into Wall Street to make a fortune by speculation comes out poor. Even the greatest and richest have had this experience. Some Wall Street operators are pointed at as very wealthy; but bear in mind that their careers are not ended. Jim Keene was a millionaire when he came from San Francisco. We all know what his experience has been. Daniel Drew died poor. And I might mention hosts of others, small and great.

There are opportunities for investment on Wall Street, and if the purchaser buys a stock and pays for it and puts it away, he makes an investment. If he buys it at the right time, he can secure a good profit. Paying for his stocks, nothing can take them away from him. If a crash should come he would be secure. The moment he yields to the temptation to buy on margin, that moment he courts ruin.

In reference to the Sugar Trust, I can only say I perceived clearly how it was manipulated. I observed that at 50, considering its assets, it was at a rather low price. I said it would be probably absorbed, and that absorption would be preparatory to "kiting" it to higher figures. I am satisfied that the stock was absorbed by insiders at from 50 to 65, and that it has been steadily sold to outsiders of late.

Jasper

PERSONAL.

MR. AUSTIN CORBIN has resigned the presidency of the Reading Railroad.

HON. CARROLL S. PAGE has been nominated as the Republican candidate for Governor of Vermont.

REV. DR. PHILLIPS BROOKS will take no vacation, but will preach in his Boston church every Sunday this summer.

SIR MORELL MACKENZIE, who is coming over here in October to deliver fifteen lectures, is to get about \$10,000 for the series.

PRINCE BISMARCK said recently to a deputation of citizens of Berlin, who presented him with an address, that it was his right and duty to express freely his opinions regarding public events.

PRESIDENT FRANCISCO MENENDEZ, of San Salvador, died suddenly at a banquet on the occasion of the fifth anniversary of his successful entrance into the country and the defeat of the faction opposing him.

AMONG recent deaths one of the most notable was that of ex-Judge George W. McCrary, of Kansas City, who was Secretary of War in the Hayes Administration, and for many years an influential member of Congress.

GEORGE FRANCIS TRAIN, since his record-breaking trip around the world, has quietly settled down on the shores of Puget Sound, near Tacoma. He lives alone, and spends his time in communing with the birds and cultivating psychic force.

GENERAL MAHONE is dropping out of politics into speculation. He is investing heavily in mining lands in Tazewell County, Va., and, accompanied by an expert geologist, has traveled over the mineral and timber lands of McDowell County, W. Va., locating and purchasing immense tracts of lands with a view of opening them up.

MR. THEODORE TILTON, who has grown old and white-haired, declares that he will never return to this country. In a recent interview in Paris, he said: "No, I shall never go back. I love Paris and I have a fortune large enough to enable me to live here. I am a man without a country, but I have expatriated myself. Society has committed a crime against me. I defended myself and was beaten."

IGNATIUS DONNELLY, having become involved in a controversy with the Minnesota Farmers' Alliance, thus writes to a representative of that body: "I was a man of eminence and influence before the Alliance was born, and will be when it is dead. I ask nothing of it but the opportunity to serve it. I have fought lions in my day, and I am not ready now to go on the warpath against jackalls or jackasses either."

RICHARD CROKER, the Tammany Hall leader, in his testimony before the Fassett Investigating Committee denied the charges made by his brother-in-law, Patrick McCann, that Tammany had raised a fund of \$180,000 to bribe Aldermen in the interest of Mayor Grant. He admitted that Sheriff Grant had given his little daughter, Flossie, \$10,000, and said that it had been invested in real estate for her benefit.

SIGNOR CRISPI, the Italian Prime Minister, recently gave most extraordinary evidence in the Chamber of Deputies of his superstition regarding the evil eye. Signor Imbriani, having alluded to Signor Crispi's life as necessarily terminable, the latter fumbled in his pocket, drew out one of the horn-shaped pieces of coral used in Naples as a counter-spell against the "jettatura," and openly pointed it at the speaker.

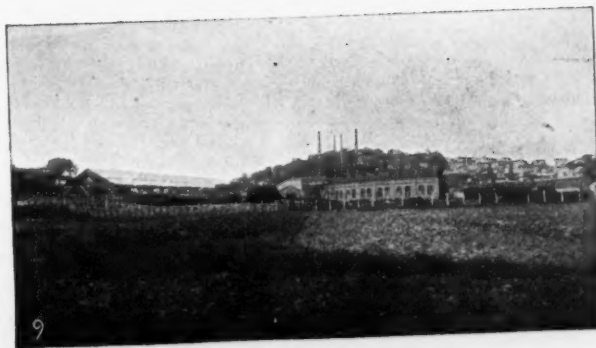
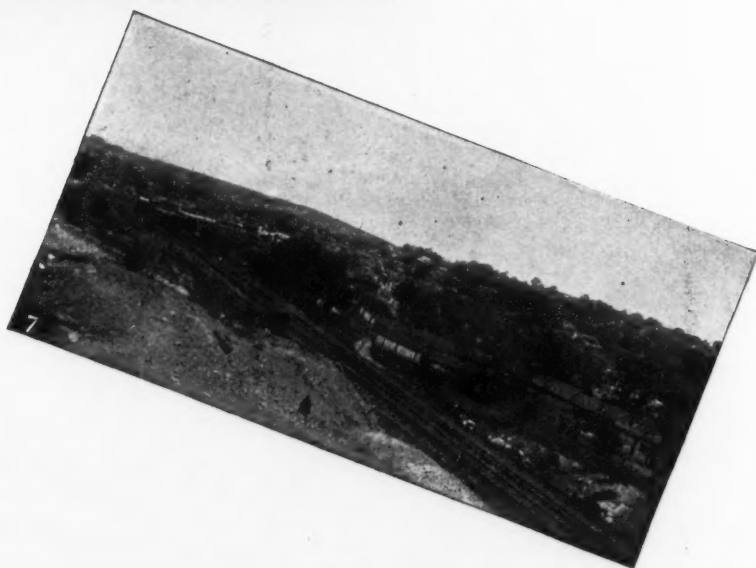
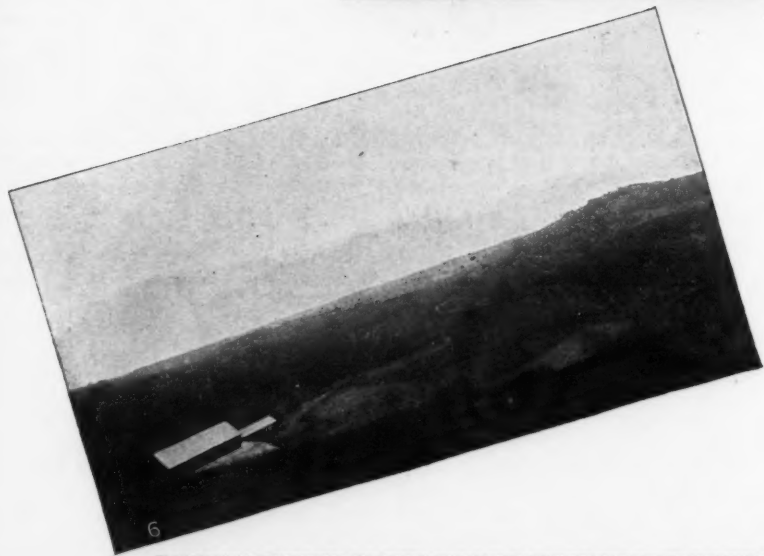
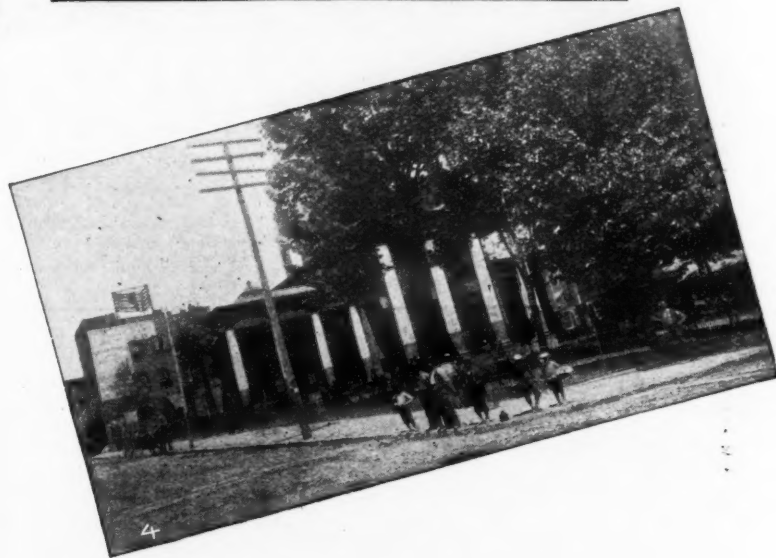
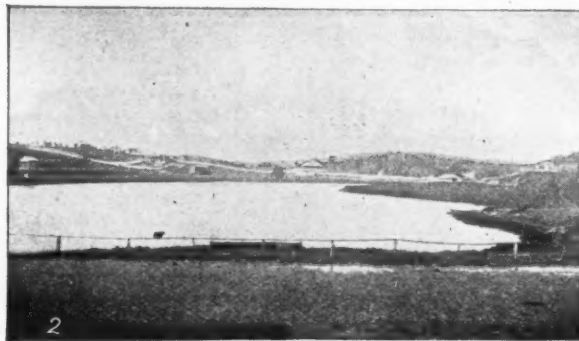
SIR EDWARD RIDLEY COLBOURNE BRADFORD, Under Secretary for the India Office, has been appointed chief of the Metropolitan (London) Police Force. He has never had any experience in police management except in India, and his appointment is strongly denounced in some quarters as a joke. He is a friend of the Prince of Wales, and chaperoned Prince Albert Victor, eldest son of the Prince, during his recent tour of India.

MR. CHAUNCEY M. DEFEW is on his way to Europe on his usual summer vacation. He will probably be absent about two months, and the whole time will be devoted to rest. Mr. Defew finds these annual runs across the sea in every way healthful and invigorating, both mentally and physically, and he returns from them refreshed for the many duties which devolve upon him in the important relations he sustains to the State and to business affairs.

It is gratifying to learn that Professor Totten, of Yale, has actually discovered the date of Joshua's long day. By a series of calculations, which we have not space to explain, he proves to the satisfaction of himself that the juncture of the sun and moon which marked Joshua's long day took place at 11:13 A.M., exactly 3,435 full lunar years ago, or, in other words, in the 365th Sabbatic year. He alleges that at the time of this remarkable juncture the persons charged with the keeping of the Hebrew calendar must have intercalated a single week day, which he identifies as Wednesday, the 933,368th day of the world.

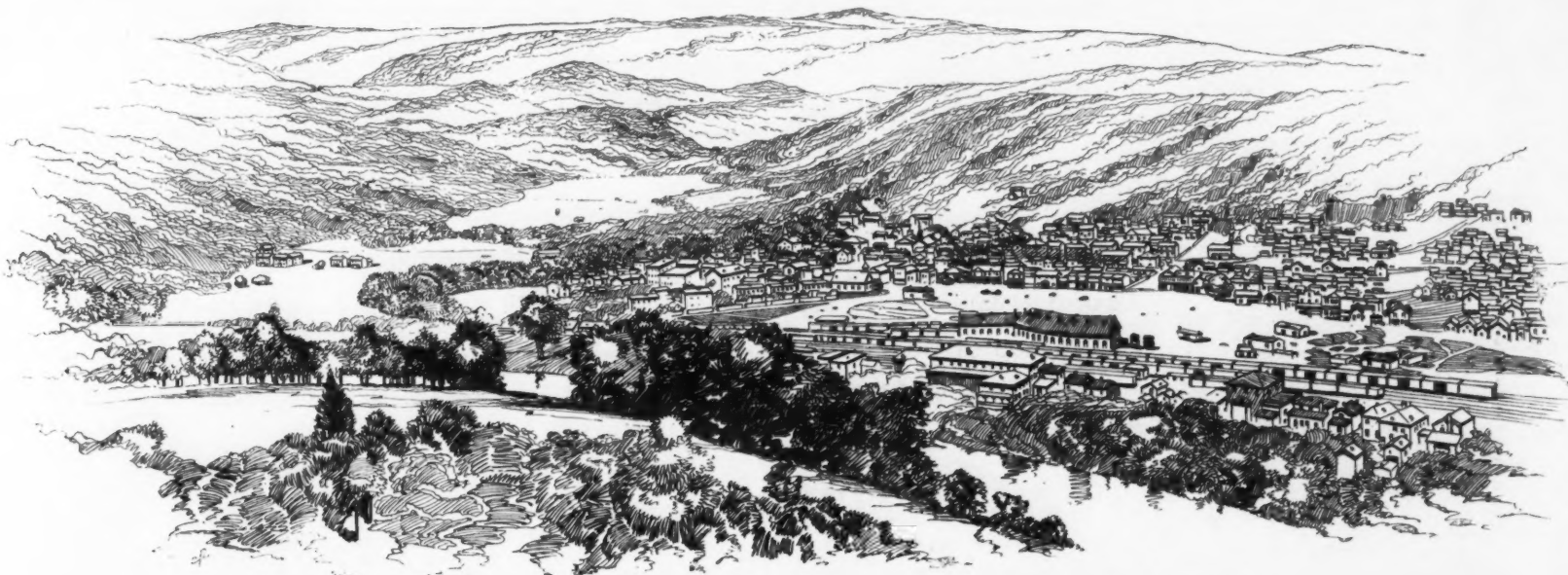
MR. CALVIN S. BRICE, having been elected United States Senator from Ohio, seems likely to be compelled to pay taxes as a citizen of that State, the tax-gatherers being apparently unwilling to assent to the proposition that he can be actually the representative of the State in the National Legislature without being a citizen. The fact that Mr. Brice has been regarded as a citizen of New York, has been very freely commented upon in connection with his election to the Senate. Now that suit has been commenced against him in the Ohio Supreme Court to compel him to pay a tax on personal property in Allen County of that State, we shall probably have a decision upon the question as to what State he does really honor by his citizenship.

A CURIOUS illustration of Western generosity has recently come to light. It will be remembered that there was lately a very serious mine disaster at Ashley, Pa., in which a number of miners lost their lives. A farmer living in Pawnee County, Kansas, having read of the calamity, has written the relief committee that, while he cannot forward any money in aid of the suffering, it will give him the utmost pleasure to marry one of the widows and provide for her children to the best of his ability. He gives such evidence of good faith in his communication, that the committee has been led to enter into a correspondence with him, and it would be a somewhat unique result if some poor unfortunate victim of this recent calamity should accept the eccentric generosity of this William Morgans, of Pawnee County.

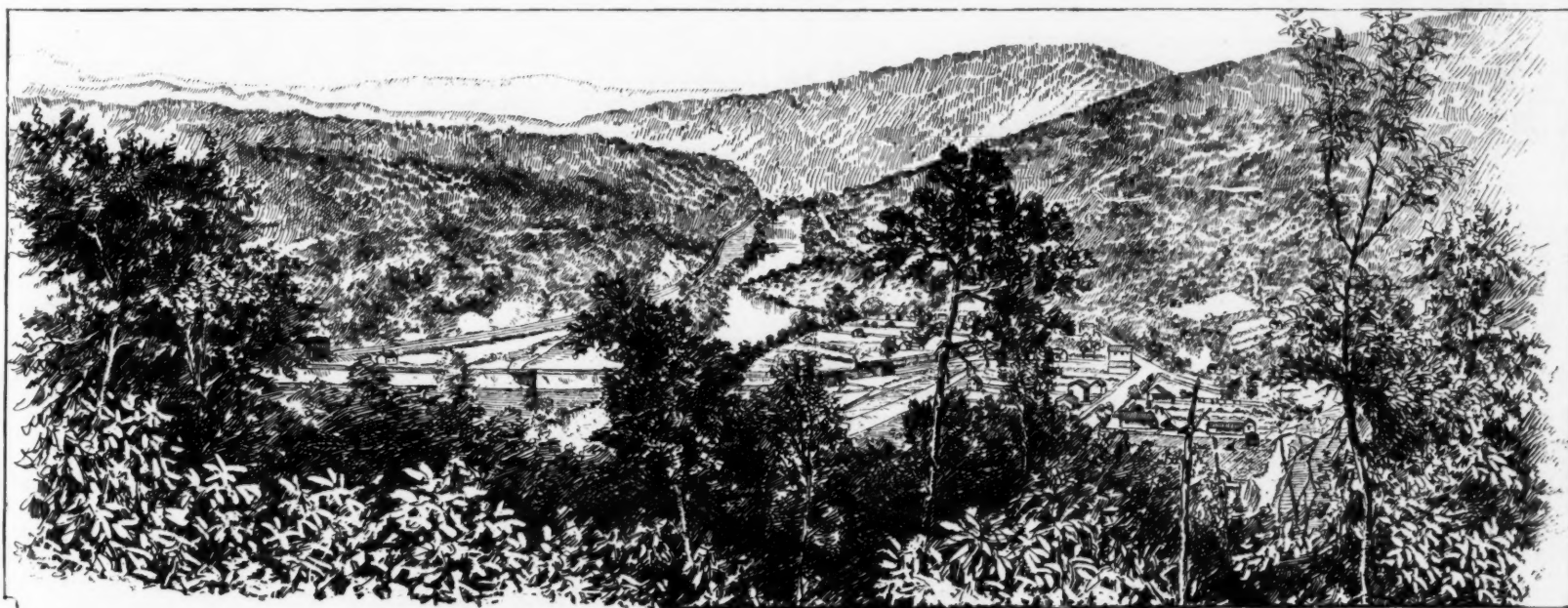


1. THE PUMP HOUSE. 2. THE FAIR GROUNDS AND LAKE. 3. VIEW FROM NEW RESERVOIR HILL, BETSY BELL ON THE LEFT. 4. THE COURT HOUSE. 5. STAUNTON FROM THE OLD RESERVOIR HILL.
6. VIEW OF THE EASTWOOD JERSEY FARM FROM THE COMPANY'S HOTEL SITE. 7. VIEW FROM JUNCTION OF THE CHESAPEAKE AND OHIO AND BALTIMORE AND OHIO RAILROADS.
8. FURNITURE FACTORY. 9. THE EXTRACT WORKS.

VIEWS IN THE BUSY AND PICTURESQUE CITY OF STAUNTON, VIRGINIA.



CLIFTON FORGE, AS SEEN FROM THE PROPERTY OF THE CLIFTON FORGE COMPANY.



CLIFTON FORGE, SHOWING THE PROPERTY OF THE CLIFTON FORGE COMPANY ON THE TABLE LAND AND IN THE VALLEY.

THE CITY OF STAUNTON.

WHERE the Chesapeake and Ohio crosses the Baltimore and Ohio, we come to the picturesque, busy city of Staunton. At present a growing city of 12,000, it is destined to become the great business centre of this entire section.

Staunton is the capital of Augusta County, the largest and most important agricultural county in the State; is easily accessible to the three great coal and coke producing fields of Connellsville, Pocahontas, and the New River coke field, and has within easy reach the wonderful timber resources of the Blue Ridge and Alleghany Mountains. The largest manganese mine in the United States is found in Augusta County, near Staunton, and there are also found several rich beds of marble—gray, purple, pink, and black, of the best quality and susceptible of the highest polish.

Surrounding the city in any direction can be found hematite ores, and along the Blue Ridge both specular and hematite ores; also carbonate limestones in great abundance and of the best quality. As Mr. M. Erskine Miller recently put it, "Innumerable are the articles of raw materials lying, as it were, at the very door of the city of Staunton, only needing the ring of the hammer and the hum of the wheels of industrial enterprises to convert them into articles of use and profit." That Staunton is not a city of uncertain prospects is indicated by the character of the industries already successfully located in her midst, including magnificent water-works of recent and modern construction, gas and electric-light companies, foundries, sash, door, and blind factories, furniture factories, large flouring mill, a large tannic acid works, ice manufactory, shoe, carriage, wagon, and fertilizer factories, four newspapers, a handsome opera-house, commercial college, and a paid fire department with an electric alarm system. There are also two banks, four insurance, four building, and six mining companies, and the town is the headquarters of six coking coal companies, mining in New River district, West Virginia.

Besides these material industries, Staunton has long been famous for her educational institutions, there being in her midst four flourishing female seminaries under the protection of the Methodist, Episcopal, Presbyterian, and Lutheran denominations, where nearly a thousand young ladies from twenty-five States are being educated.

Located here are also a military academy of 150 cadets, State institutions for the education of the deaf, dumb, and blind, a hospital for the cure and treatment of the insane, and a beautiful Young Men's Christian Association building, costing \$35,000.

Early in March of this year several Staunton business men, who had been largely engaged in the development of the resources of the State, organized themselves into the Staunton Development Company, with an authorized capital of \$2,000,000, with a view of disposing of 2,242 acres of land for houses and streets, reserving about 300 acres for industrial sites. The company offers one lot and two shares of stock for \$200 upon the following terms and conditions: Ten per cent. on day of purchase and ten per cent. monthly thereafter until the entire amount is fully paid; or, at the option of the subscriber, the stock can be paid in full. The business lots will be not less than twenty-five feet front and the residence lots not less than forty feet front, and these will be drawn for and assigned by a committee of disinterested gentlemen, at some time to be hereafter fixed. Ten per cent. of the lots offered for sale will be business lots, and every subscriber has an equal chance to draw—possibly all business lots. Those who are so fortunate will get many times the value of their original investment.

The company reserves the right to accept or reject all subscriptions made after the \$1,200,000 have been sold. The proceeds of the sale of stock and lots will be devoted to the laying off and development of the company's land, removing liens there-

from, promoting and establishing industrial enterprises, and in any other way to improve the company's property that may be deemed wise by the management, and to pay dividends to its stockholders.

The lands are favorably situated within the city limits and adjoining the corporation lines, and it might be fairly said that about 240 acres are situated within the city of Staunton. The great bulk of the property lies between the Valley Railroad or Baltimore and Ohio Railroad and the Chesapeake and Ohio Railway, and is most admirably situated for manufacturing enterprises. Several streams of good water run through the lands, affording abundant water supply for factories and fine drainage.

"CLIFTON FORGE COMPANY."

THE Clifton Forge Company, with a capital of \$400,000, organized under a liberal charter granted by the Legislature of Virginia, owns about 800 acres of land lying in, around, and near the corporate limits of the town of Clifton Forge, Virginia, nearly all of which, while in a mountainous country, is itself beautifully level land and particularly well located for the development which its natural advantages, together with the capital interested, insures for it. The accompanying view of the town, taken from an eminence looking northward, shows the lovely bottom land set apart by the Clifton Forge Company for manufacturing and business purposes, while to the right, on a plateau reached by easy grades from different directions, stretches into the distance as pretty, smooth land, covered with oaks and other trees, as mortal eyes could wish to behold, which for residential purposes is all that heart could desire. The company is pushing forward the work of laying off streets, grading, etc., and by July 15th expects to have ready for its stockholders the drawing by which the holder of every two shares gets a residence lot, and the holder of every eight shares gets three residence and one business lot, insuring the handsomest kind of profit for their investment. Clifton Forge is on the great Chesapeake and Ohio Railway, at the terminus of three divisions, Eastern, Western, and Richmond and Alleghany or James River divisions, and here are now being constructed the immense workshops of the company, costing thousands of dollars and employing hundreds of men. It is the centre of the greatest iron region of the South, with three furnaces now in active operation within a radius of five miles, making 100,000 tons of iron yearly, with veins of ore on every side sufficient to run innumerable furnaces to the end of time. Timber is abundant, and coal and coke are within easy reach, everything combining to make this the most important manufacturing point in the South. The Clifton Forge Company will donate sites for manufacturing enterprises and otherwise assist parties desiring to establish plants here. Already a woolen-mill of large capacity has been located, and negotiations for various plants are being made. The stock of the company was rapidly taken by parties who appreciated the advantages offered, and the lots which will be upon the market in the course of thirty or sixty days offer the greatest yield of any investment that can be made, the town at present not having an empty house or an empty room in it, with a thrifty population of fully 3,000 souls. For information of any kind, or prospectus, address Clifton Forge Company, Clifton Forge, Virginia.

IRON GATE GORGE.

AMONG the most magnificent scenes in the Alleghanies we have selected for illustration the famous Iron Gate Gorge, of Alleghany County, Virginia. No pen can even approximately

picture the sublimity of this mighty mountain gap. Vast walls of rock, upheld by mighty arches, limestone, sandstone, and fossil ore, rise perpendicularly upon either side, and the Jackson River rushes with a mad fury between. This gorge is the gateway into a beautiful valley girt with wooded mountains of iron, and spread with a thick carpet of the richest soil. In the very heart of this valley is the new manufacturing city of Iron Gate, situated one mile south of Clifton Forge, and three-quarters of a mile from the picturesque confluence of the Jackson and Cowpasture rivers, whose union is the fountain of the lordly James. In a shady hollow of this valley there is a crystal spring, which puts forth every minute 400 gallons of the famous Lithia water. A magnificently furnished new hotel has just been completed here, which has for water supply not only this but three strong Chalybeate springs. Iron Gate is the centre of the iron-producing district of Virginia. There are even now five furnaces within a radius of five miles that produce from 100,000 to 150,000 tons of pig metal. A furnace not two miles from here has recently received a contract for furnishing iron for the new Government cruisers at \$2.20 above market price. Iron Gate is without question destined to be one of the largest cities of the State. The gorge is the water-shed for 300 miles north, and furnishes the only feasible way to the sea. The Jackson River has a fall here of forty-two feet in one-quarter of a mile. Bituminous coal can be laid down at one dollar a ton. As a further proof that iron manufactures would amply pay, we need only say that pig iron is seeking a market at three dollars and three dollars and fifty cents a ton freightage, and when produced it comes back at four dollars a ton freight. Over \$150,000 worth of lots have already been sold, and there is constantly a clamor for homes.

Among the larger industries already located at Iron Gate are: Iron Gate Land and Improvement Company, capital \$100,000; West Iron Gate Land Company, \$100,000; Iron Gate Building and Investment Company, \$37,500; Harrisonburg Iron Gate Improvement Company, \$32,000; iron and steel works, \$250,000; Farmers' Alliance Works, \$50,000; curry-comb factory, \$10,000; planing mill, \$15,000; foundry and machine shops, \$7,500; brick yards, \$5,000; Iron Gate Inn, \$20,000; besides a number of smaller industries. The Farmers' Alliance Works are the recognized national agricultural works of the Farmers' Alliance, which numbers over 400,000 members. This grand old gorge is indeed the Iron Gate to a valley of gold, for what greater wealth is there than a community of prosperous people?

WHITE SULPHUR SPRINGS.

REACHING the mountains by the Chesapeake and Ohio Railway, the traveler finds that Nature has been very prodigal of her gifts. Within a radius of thirty miles are found a score or more of famous medicinal springs—White Sulphur, Rockbridge Alum, the Healing, the Hot, the Sweet, and others possessing merit, but less prominent.

Tradition asserts that the charming valley in which the White Sulphur rises was once an Indian town, and that its neighboring mountains were the hunting-grounds of the Shawnees, and it has been claimed that the spring was regarded by the Indians as a favorite "Medicine Water." Whether this be fact or fiction, authentic history abundantly testifies to the reluctance with which they abandoned the lovely valley to the enterprise and avarice of the invading white man. Since 1778 the waters of the White Sulphur Springs have been famous for their curative qualities, and the resort has been constantly increasing in favor.

For the past six years Major B. F. Eakle has by his able management added much to the reputation of the place, and promises better service and equipment for the present season than ever before.

FUN.

PATROL DUTY.—*Adjutant*—"How often have I told you that the duties of a non-commissioned officer consist in implicit obedience to orders? For instance, if I were to say, 'Corporal, take your men up to the top of that tree,' don't ask 'How?' but do it like a flash of lightning, even if it takes you all day."—*Pick Me Up*.

"The man's a brute. He threatened to put a head on me." "And you let the opportunity slip? You foolish boy."—*New York Sun*.

WIBBLE—"How hard it is for a poor man to be honest." **Wabble**—"Maybe; but it's no job at all for an honest man to be poor."—*Terre Haute Express*.

ONE OF THE MOST CONVENIENT FEATURES OF THE PENNSYLVANIA LIMITED

Is the ladies' maid. Ladies traveling alone find her a ready hand-maid, while parents who have occasion to send their children on a trip alone may entrust them to her care with the utmost confidence. No other train in the world offers this opportunity.

The Limited leaves New York, foot of Cortlandt and Desbrosses Streets every day at 10 A. M. for Cincinnati and Chicago.

The double daily service of the Fall River Line between New York and Boston is now in full effect for the season, two steamers being run each way on week days and one on Sundays, one boat running direct between New York and Fall River, the other stopping at Newport in either direction. On Sundays but one boat is run touching at Newport each way. The magnificent new Pullman vestibuled trains between Fall River and Boston, in connection with this double service, are also running, thus perfecting the entire service of the line between New York and Boston. The steamboat express trains of the Fall River Line now arrive at and depart from the Park Square Station of that system in Boston.

THE PENNSYLVANIA LIMITED EXCELS

All other trains in having financial news on board, stenographers and type-writers for the free use of passengers, ladies' maids to care for ladies and children, and a grand observation car for the use of all passengers. It is the best-appointed train in the world and those who travel on it once never use any other. The Limited leaves New York every day from the foot of Desbrosses and Cortlandt Streets at 10 A. M. for Cincinnati and Chicago.

THE SCENIC BEAUTIES OF THE PENNSYLVANIA RAILROAD

May now be enjoyed in all their richness, and the observation car of the Pennsylvania Limited is the most comfortable point from which to view them. The train crosses the Alleghenies by daylight. It leaves New York every day at 10 A. M. for Cincinnati and Chicago.

FAST THROUGH EXPRESS, NEW YORK TO ATLANTIC CITY VIA PENNSYLVANIA RAILROAD.

Atlantic City is by large odds the most popular seaside resort of the Atlantic Coast. It is a great city located on a grand beach, and surrounded by salt water. The bathing is celebrated for its excellence and safety; the fishing is famous, and the facilities for sailing unexcelled. It is the people's pleasure ground, and in its accommodations every taste can be satisfied. Finely appointed hotels, less pretentious ones, and cottage boarding-houses without number supply the wants of every class.

The enormous and widespread popularity of the place has moved the Pennsylvania Railroad Company to continue in service during the summer its fast through express train from New York, which proved so successful during the spring. This train, equipped with Pullman Buffet Parlor Cars and Day Coaches, will leave New York at 1.50 P. M., Newark 2.16 P. M., Elizabeth 2.25 P. M., Trenton 3.17 P. M., and arrive at Atlantic City at 5.35 P. M. This is the first through express ever run between New York and Atlantic City in summer.

To the people of New York and Brooklyn it opens up a new and delightful summer point, so easy of access as to be almost at their doors, while residents of New York State and the cities of New England may leave their homes in the morning and stop at the seashore, with but one change of cars.

The through express east-bound leaves Atlantic City at 9.00 A. M. and arrives at New York 12.40 P. M.

PARTIES desiring houses on investments will do well to notice the fine climate, rich soil, beautiful scenery, and unsurpassed health of Albemarle County, the garden spot of Piedmont, Virginia. Messrs. L. D. Aylett & Co., Real Estate Agents of Charlottesville, Virginia, a rapidly growing city, have a handsome lithographed prospectus of this region which can be had on application, and they are ready to answer any inquiries.

The Norfolk Business College, which occupies a part of one of the finest buildings on Main street, is one of the best institutions of the kind in the south. The graduates of this school are in constant demand. The rates of tuition are within the reach of all.

"**EUXESIS**," an easy shave, without soap or water, and in half the usual time. Soothing to the most irritable skin, leaving it smooth and refreshed. Invaluable to travelers. Pliable tube bears signature "Aimee Lloyd" in red ink. Refuse all others. Sold by Park & Tilford, McKesson & Robbins, E. Fougere, and all druggists. Manufacturing, 3 Spur Street, Leicester, Square, London.

ANGOSTURA BITTERS, endorsed by physicians and chemists for purity and wholesomeness.

BROWN'S HOUSEHOLD PANACEA, "THE GREAT PAIN RELIEVER," cures Crampe, colic, colds; all pains. 25 cents a bottle.

Mrs. Winslow's Soothing Syrup has been used for over fifty years by millions of mothers for their children while teething with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea. Sold by druggists in every part of the world, twenty-five cents a bottle.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

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EQUITABLE BUILDING, NEW YORK.
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Is a legal depository for Court and Trust funds and for general deposits, upon which it pays LIBERAL RATES OF INTEREST from date of deposit until date of withdrawal. The company also by law acts as executor, administrator, guardian, receiver, and trustee, as fiscal and transfer agent, and as registrar of stocks. Exceptional rates and facilities are offered to religious and benevolent institutions, and to executors or trustees of estates.
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16 Models.

Superior in Shape, Finish,
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Without any loss, on Seven of the Best
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ALWAYS GIVES SATISFACTION
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A laxative, refreshing fruit lozenge, very agreeable to take, for Constipation, hemorrhoids, bile, loss of appetite, gastric and intestinal troubles and headache arising from them.
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SAVE MONEY. Before you buy a BICYCLE or TYPEWRITER, Send to A. W. GUMP & CO., DAYTON, OHIO, for prices. New Bicycles at reduced prices, and 400 second-hand ones. BICYCLES, GUNS and TYPEWRITERS taken in EXCHANGE.

WHAT Uncle Sam and Aunt Columbia think, etc., of **WASHINGTON** and Seattle's Metropolis. Address: **Rehoboth, Delaware Co., Seattle, Wash.**

JOHN HILLARD writes from Ottawa, Ont., Nov. 25: "Dyer's Hair Remover has produced a happy result on my hair. It is now growing again, and is as soft and smooth as ever. My hair was entirely smooth. Hundreds more."

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Made of natural CURLY hair, guaranteed 'becoming to ladies who wear their hair parted, \$6 up, according to size and color. Beautifying Mask, with prep'n for Hair Goods, Cosmetics, etc., sent C. O. D. anywhere. Send to the mfr for Illustrated Price-List. **E. BURNHAM, 71 State St. (Cent'l Music Hall) Chicago.**

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A PURE, FRAGRANT, NON-GRITTY TOOTH POWDER. WHITENS THE TEETH, PREVENTS AND ARRESTS DECAY, HARDENS THE GUMS AND SWEETENS THE BREATH. ASK DRUGGISTS FOR ROWLAND'S ODONTO, OF 20 HATTON GARDEN, LONDON, ENGLAND.

NO DINNER

Is Complete without Soup.

By Using **Armour's Beef Extract**, you can make delicious soup for six persons at a total cost of ten cents.
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For Soups, Sauces, Bouillon or Beef Tea.
The Strongest, Richest, Most Nutritious, AND THEREFORE The Most Economical.
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Awarded the Gold Medal, Paris, 1889.

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BEECHAM'S PILLS.
THIS WONDERFUL MEDICINE FOR ALL Bilious AND Nervous Disorders
To which MEN, WOMEN & CHILDREN are Subject.
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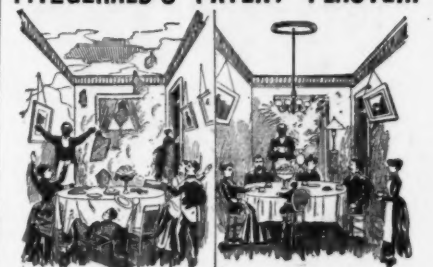
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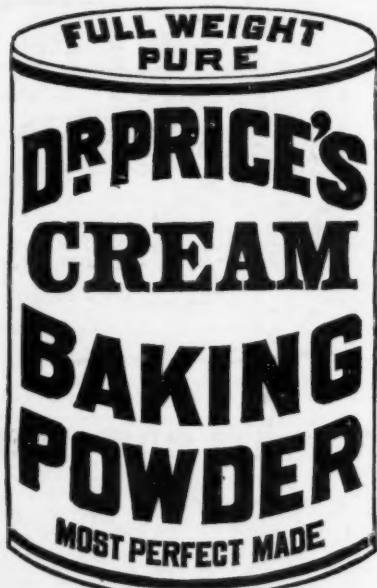
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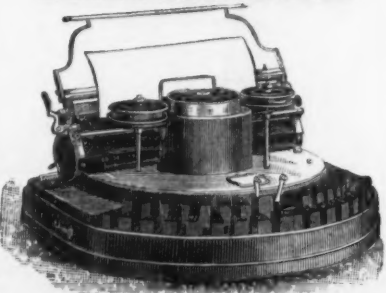
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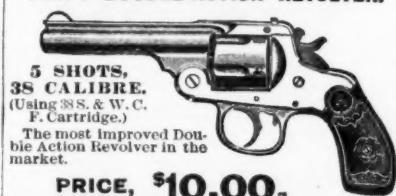


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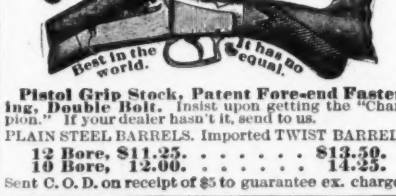


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FAST FLYING VIRGINIAN

IN this latter-day school of abbreviation in time, work, and words, there is none so familiar or so significant as "F. F. V." These letters, when easily contentment in earlier days filled the place now occupied by breathless progress, were the synonym of aristocracy, and interpreted meant the "First Families of Virginia." But though it be in initials a namesake, in meaning the Fast Flying Virginian gives no hint of likeness to that other period of the F. F. V. save in its perfection of ease and luxury; for, as now applied, the F. F. V. is the pet name of the Vestibule Limited run over the Chesapeake and Ohio route between New York, Philadelphia, Baltimore, Washington, Old Point Comfort, Cincinnati, and Louisville.

Be the tourist along the Chesapeake and Ohio merely a rapid traveler in haste to accomplish purposes of business, or be he bent upon the insatiate trail of pleasure, the journeying is filled with luxury, comfort, and elegance, which the F. F. V. affords in that degree equaling the palatial abode of the millionaire, and presents with grateful novelty to the less fortunate bread-winner. One is almost coaxed to deem "life upon the wheels life easiest to live," and a siesta in a Pullman car the surest of all modes of restoration for tired nature. Perchance the tourist does not fancy to thus seek oblivion, but to find it in the beguilements of fiction. For this taste there is provision in the library on the cars, complete in works of light travel, standard literature, and romance. These are so easy of procurement that the hand needs but to touch the electric button and an attendant awaits the order for some choice viand from the platter of books. It is a pleasant thing to lie down to rest and to read; and in the perfection of detail which goes to make up a perfect train, this was not forgotten. Alone on your couch, the curtains may be drawn to shut out the light and to secure seclusion, and another touch of the magical button, which is a veritable Aladdin's Lamp of the period, brings immediately an electric globe, which is placed in the berth, and instantly daylight radiance falls upon the pages of your book. With the return of morning a bath and breakfast become the coupled ascendant rivals of both bed and books. The former creature comfort finds refreshing indulgence in a lavatory spacious and well-furnished for the making of the toilet, while the latter is blessed with the absence of the familiar cry, "Twenty minutes for breakfast!" Like a cordial, hearty invitation, wide open stands the dining-room door, while within its fragrant precincts time and savory contents alike abound. The *bon-vivant* and the exquisite each will find everything pleasing to good taste, for there is no flaw in either the *cuisine* or appointment of the F. F. V. dining-cars. The damask is soft of fabric and snowy of color; the service in cut glass and china pleasing to the eye in their artistic design, while their contents are delicious to the palate. The surroundings all tend to the leisurely enjoyment of the excellent *menu*; there is good taste within, and the most glorious mountain scenery and valley landscape without. The meal over, an accepted invitation of the luxurious seats in the palace car, to view the scenery from the clear and spacious windows, gives still further enjoyment of a trip on this model train, and the combined senses seem not ample enough to contain all the glory of the panoramic beauty which nature reveals for their reveling.

The completeness of the F. F. V. merits a full description: It is vestibuled from tender to rear signals, and consists first of a composite car, in one end of which is the dynamo which furnishes the entire train with electric light; in the other end, a compartment in which there are seats for passengers. Next is a day-coach of unusual length and richly upholstered; in one end of the day-coach is a smoking-compartment. Following the day-coach is the dining-car, after which come the sleeping and drawing-room cars. The vestibule arrangement renders pedestrianism easy and perfectly safe, for, besides forming an inclosure, the vestibule relieves the train of its vibration, and the walk from car to car is not attended by the swaying motion characteristic of trains on other lines of travel.

In its appointments, the F. F. V. is a hotel in rapid motion. There is the couch on which to sleep and rest, the drawing-room in which to lounge and read or engage in converse with your friends, a dining-room in which the meals are served in most inviting style, a luxurious smoking-room in which to enjoy the fragrant weed, an opportunity for exercise in walking through the train, and, what cannot be offered by any hotel, a wealth of scenery of the grandest character and constant and unfailing variety. Truly, travel under more favorable conditions would be impossi-

ble anywhere. Some idea of the importance of the Chesapeake and Ohio system will be obtained by glancing at the accompanying map. Besides giving an attractive route between New York, Philadelphia, Baltimore, Washington, Cincinnati, and Louisville, and by its connections the West and Southwest, it gives the great grain and provision market of the West the shortest route to the seaboard, and at the seaboard the finest harbor on the Atlantic coast (Hampton Roads Harbor at Newport News). But aside from its commercial importance, which cannot here be dwelt upon, its attraction to tourists is unparalleled. There are situated along the route a greater number of health and pleasure resorts than can be found in a like area anywhere else in the world, and all amid the most beautiful of mountain scenery. The tourist leaving New York at 5 p. m. from the Pennsylvania station, Philadelphia at 7:40 p. m., Baltimore at 9:30 p. m., and Washington at 11:05 p. m., reaches the Virginia mountains the next morning in time for breakfast at Rockbridge Alum Springs (Goshen Station), the Warm, Hot, and Healing Springs (Millboro' Station), Old Sweet and Sweet Chalybeate Springs (Alleghany Station), White Sulphur Springs (within view of the train from White Sulphur Station), and at a convenient hour after breakfast, Salt Sulphur Springs (Fort Spring Station), and Red Sulphur Springs (Lowell Station). From Cincinnati and Louisville, traveling in the opposite direction, the same end is reached as to the arrival at the mountain resorts, while Old Point Comfort, Newport News, and Virginia Beach on the seashore are reached in time for supper, Washington and Baltimore early in the afternoon, and Philadelphia and New York for supper.

By an admirable arrangement of train schedules, the tourist who leaves New York or any of the Eastern cities by the F. F. V. for either Cincinnati or Louisville, and returns by the same model train, passes over the entire route in daylight, giving a view of the most charming scenery on the continent, replete in scenes of historical interest, the most prominent being the National Capital and the battle-fields of Bull Run, Manassas, Mitchell's, Culpepper, Slaughter's Mountain, and Orange Court House.

In addition to the main line, which extends from Old Point Comfort and Newport News on the seaboard to Cincinnati on the Ohio, a distance of 664 miles, the James River Division extends from Richmond to Clifton Forge, 231 miles, making a total of 895 miles. The entire line over the mountains is laid with seventy-five-pound steel rails, built on from twenty-four to thirty-six inches of macadam, and the bridges are of iron and stone. Six miles of double track are now built, ten miles under construction, and before the year is out, probably twenty miles more will be completed. The work of double-tracking the entire line will progress with sure and steady steps to meet the increased demand brought about by the rapid development of the Virginias.



THE HEALING SPRINGS, VIRGINIA.

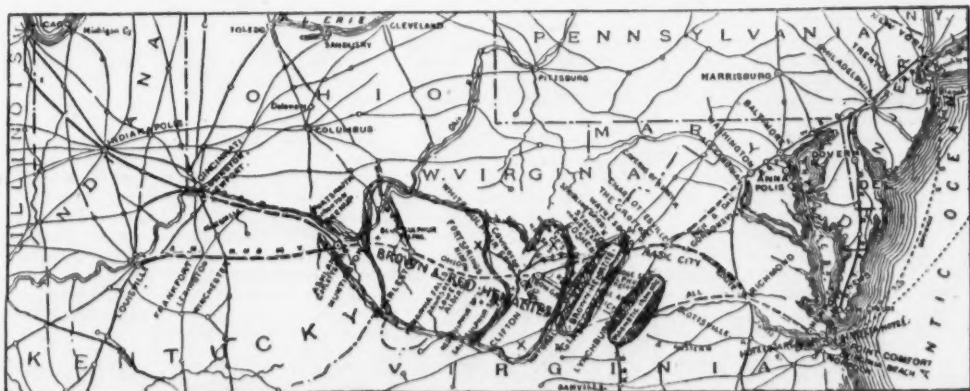
THE PICTURESQUE VIRGINIAS.

WHERE so much beauty abounds as in a tour of the Virginias by the Chesapeake and Ohio route, it is no easy task to single out any particular scenes as the most beautiful; but doubtless the most striking are found in the passage of the Blue Ridge and Alleghany Mountains, along the banks of the Greenbrier, and through the great cañons of the New River. The Blue Ridge is hardly entered upon in westward travel before the Piedmont Valley, at Afton, is spread out at great length of beautiful landscape before the traveler. It is bordered on both sides at a distance of five or six miles by the Blue Ridge Mountains, peculiar in the delicate blue mist, or shadow, which always hovers about their summit, and graceful in outline. The valley is not excelled in fertility, and its high state of cultivation gives to the scene a wealth of coloring indescribably beautiful. The view, which extends thirty or forty miles, as it is looked upon from the railroad train a thousand feet above it, with the rugged mountain as a background, presents a picture of perfect peace and loveliness.



After crossing the Blue Ridge and coming upon the Alleghany, the height of the mountains increases. Elliott's Knob, in North Mountain, near Goshen, being the highest peak in Virginia, 4,500 feet above the sea. The elevation of the railroad track at this point is 2,060 feet, and the climate is that which is usually found at the coast 500 miles further north. If capital should sometime find its way to the top of Elliott's Knob, it would discover a table-land of nearly one hundred acres for the building of a hotel for summer visitors unequalled for delightful temperature and grand view, easy of access by a winding road up the mountains, and with an immense spring flowing from its highest point. The atmosphere is devoid of dampness and exhilarating to a great degree. What a grand summer resort could be made of Elliott's Knob!

The scenery from North Mountain to Clifton Forge, through the great valley of the Alleghany, is of a most rugged type, highly pleasing to the sense of beauty. At Clifton Forge there is a remarkable scene where the Jackson River (headwaters of the James) has cleft its way through the solid rock and left a great wall overhanging it on either side; thence westward the barriers of the Alleghany increase in fierceness. White Sulphur Springs, with its beautifully laid-out grounds, is passed, and the railroad skirts the placid Greenbrier River, with its castellated cliffs and lovely pastoral scenes. As a rule, the Chesapeake and Ohio follows a water-course, which accounts in a measure for the interest its scenery imparts. But the exception is found just before the Greenbrier joins the New River, where nearly ten miles in distance is saved by a mile-and-a-quarter tunnel, which leaves the banks of the Greenbrier on the east to join it again on the west, the waters of the river flowing for nearly eleven miles from portal to portal. As the train reaches New River, at Hinton, the cañons grow bolder, and the train seemingly clings to the very cliffs, the mountain streams tumbling in cataracts down the rocks so near the train as to send their fresh spray sprinkling against the windows of the moving cars. Boulders of the size of houses fill the river bed, checking the fury of the mad torrent and creating a succession of rapids; a ledge of rock parallels the river a thousand feet above it, and anon juts out in peculiar and fantastic shapes, forming the appearance of castles, sentinels, mastodons, and other curious figures. Hawk's Nest, on the banks of New River, is a grand specimen of Nature's curiosities. The cliff rises perpendicularly 1,200 feet above New River, and its crest apparently overhangs the railroad train, a gigantic nest in appearance. So remarkable was this scene in its grandeur that Chief Justice Marshall, then an engineer, was sent by one of Virginia's early Governors, by roadway across the mountains, to make a survey of it. The New and Gauley rivers unite to form the Kanawha, the celebrated Kanawha Falls being only a mile from their juncture. This is a lovely water scene, and as the gamiest of fish are abundant just beneath the Falls, and there is a good hotel at hand, it is much frequented by the angler. Only a few hours, and the Ohio River is reached, a stream so attractive in its graceful hills and fertile meadows as to merit the appellation, "La Belle Riviere." Along its banks the route extends 160 miles to Cincinnati, which is reached by a \$5,000,000 double-track iron bridge across the Ohio, constructed by the Chesapeake and Ohio Railway Company, and having the longest truss span in the world.



MAP OF THE CHESAPEAKE AND OHIO SYSTEM.



The route to Lexington and Louisville leaves the Ohio River at Ashland, Ky., and penetrates the famous "Blue Grass region" of Kentucky.

Along the James River Division, between Richmond and Clifton Forge, the scenes are equally as pleasing in valley and mountain scenery. It is along this portion of the line that Lynchburg and the wonderful Natural Bridge are situated.

THE VIRGINIA RESORTS.

THERE is hardly a resort in the entire Virginia group which would not, by its peculiar advantages, be accounted remarkable. Of how great importance, then, is this region, taken collectively, to the seeker of pleasure and health, when it will be shown that over a dozen are comprised within the Springs belt? On the sea-shore are situated the Princess Anne Hotel, at Virginia Beach; the Hygeia Hotel at Old Point Comfort, within a stone's throw of Fortress Monroe, with its brass buttons, parades, and military attachments; and Hotel Warwick, at Newport News. In the mountain district, resorts strew the line of the Chesapeake and Ohio Railway from Afton on the Blue Ridge to Red Sulphur on the western slope of the Alleghanies. The hotel at Afton is on a spur midway up the mountains. It is a remarkable fact, viewed from a hygienic standpoint, that while the dew may settle along the surrounding mountains and in the valley beneath, not a drop has been known to moisten the Afton Hotel. It accommodates 125 guests. On the summit of the Blue Ridge, immediately above Afton, and abounding in grand views, is Mountain Top, accommodating the same number. From Waynesboro a side trip may be made to the grottoes of the Shenandoah and the caverns of Luray, the most remarkable of subterranean wonders. Large and excellently well-kept hotels are convenient to both of these caverns. From Staunton may be visited Stribbling, Rawley, and Orkney Springs. From Goshen a narrow-gauge railroad (now running direct to the hotel) leads to Rockbridge

Alum Springs, with hotel capacity for 1,500 guests, a resort not only of beauty and fashion, but possessing a wonderfully health-giving flow of mineral waters, indorsed highly by leading physicians of America and Europe. A drive by trolley-coach may be taken to Lexington, Virginia (which is also reached directly by the

James River Division of the Chesapeake and Ohio Railway) where lie the remains of the South's most beloved heroes, Lee and Jackson. From Millboro' is reached that rare cluster of gems, the Warm, the Hot, and the Healing Springs. For generations have these valuable resorts enjoyed popularity, but recently a new charm and invigorating energy has been infused into them. Their grounds naught could add to in attractiveness, but the skill of the architect and the taste of the modern adorer have added greater comforts for the invalid, and increased beauty in the surroundings of the gay idler. The baths at these springs, that are situated some four miles apart, are the principal features of interest to the guests, those at the Healing being almost identical with the Schlagenbad and Ems of Germany. The new

hotel at the Healing is provided with new and modern baths and every other accessory of a first-class hotel. The Warm Springs bath is a great luxury, and possesses high medicinal qualities. There are two pools, one for ladies and the other for gentlemen, being from four to five feet in depth and eighty feet in diameter. The water is of 92 degrees temperature, effervescing in nature, and productive of a delightful sensation to the bather. The Hot Springs are similar in character to those in Arkansas, but the temperature of the water is not quite so great, being 110 degrees. It is claimed by eminent physicians that, as these waters are at the proper temperature for bathing purposes just as they flow from the ground, they are not deteriorated by a cool-

1. SHOOFLY TUNNEL. 2. LOOKING WEST FROM HAWK'S NEST. 3. KANAWHA FALLS. 4. CROSSING THE ALLEGHANIES.

VIEWS ON THE PICTURESQUE CHESAPEAKE AND OHIO RAILWAY.

ing process, as in the case of the latter. The Warm Springs valley is of great area, abounding in picturesque drives and romantic rambles, and is surrounded by mountain peaks rising above it 2,000 and 3,000 feet. On Hot Springs Mountain is a virgin forest 150 square miles in extent, abounding in choicest game. These three resorts combined will accommodate about 1,700 guests. Within two miles of Clifton Forge, at Iron Gate, a new four-story hotel, "Iron Gate Inn," situated on the mountain side overlooking Jackson River, modern in architectural design and in its appointments throughout; the grounds are terraced and gracefully laid out in walks and drives. The principal spring is Lithia, of a fine analysis; it is from this spring that

of the cottages. From Fort Spring is reached Salt Sulphur Springs, one of the first of the resorts to be founded (1801). Its principal hotel is of stone. The lawn surrounding it is 900 acres in extent. In addition to the sulphur springs there are iodine and bromine springs, efficacious in the treatment of diseases. One of the most wonderful of the springs, in its application to disease, is Red Sulphur, reached from Lowell Station; its waters are most potent in the cure of consumption and bronchial diseases—the only waters of the kind in the world, and many attest their power.

Turning backward to the James River Division reveals the most sublime of nature's wonders, the Natural Bridge of Virginia. This grand arch, builded in mystery, spanning Cedar Creek and

waters are possessed of great virtue when applied to diseases, and which will some day, when capital has touched them with its magic hand, become equally as great to fame.

OLD POINT COMFORT.

OLD Point Comfort, so named by the followers of Captain John Smith in the first part of the seventeenth century because in the quiet waters of Hampton Roads they found a haven of rest and comfort after cruel buffetings of storm and battle, is one of the most delightful spots on the continent, and everywhere are his-

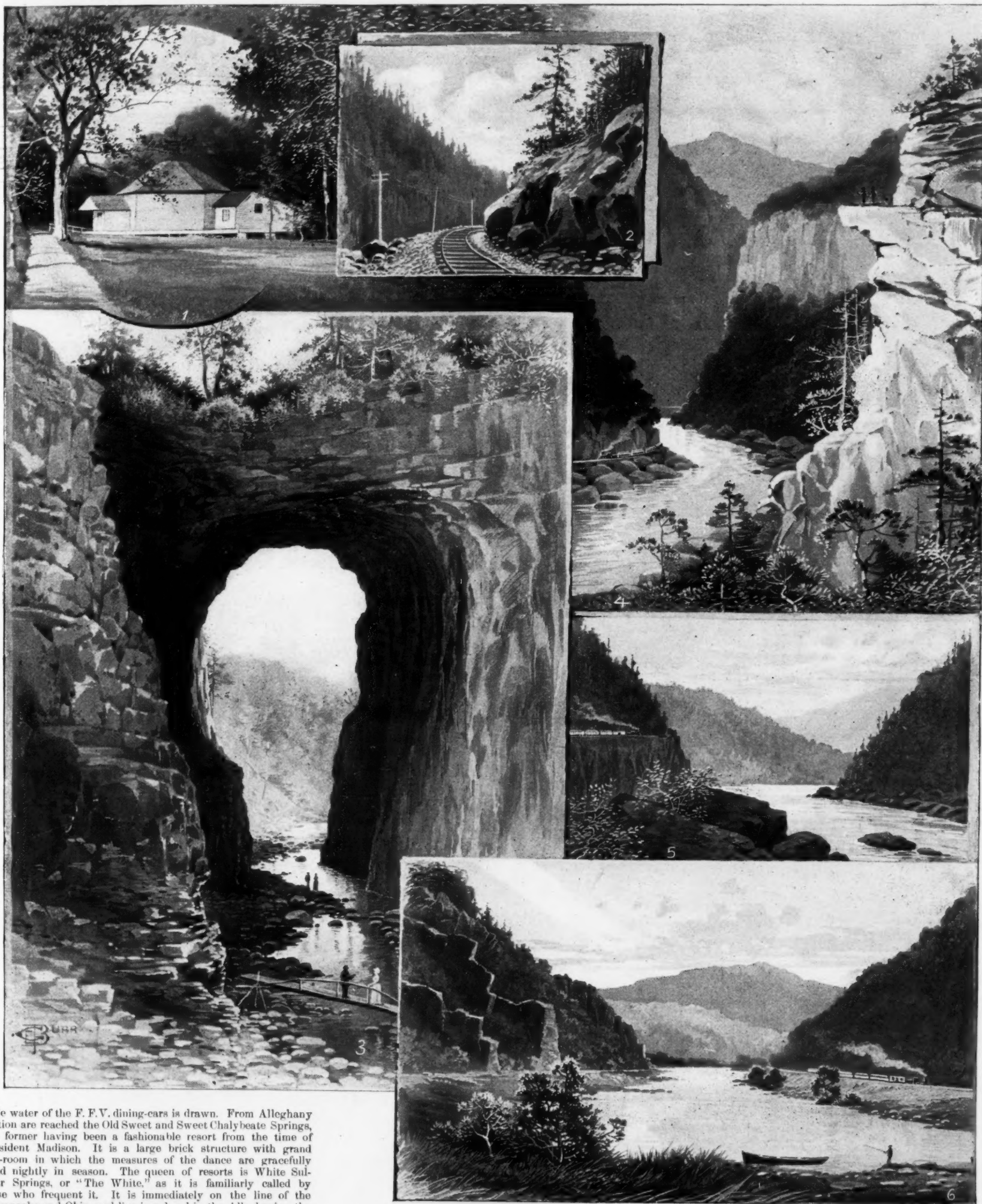


table water of the F. F. V. dining-cars is drawn. From Alleghany Station are reached the Old Sweet and Sweet Chalybeate Springs, the former having been a fashionable resort from the time of President Madison. It is a large brick structure with grand ball-room in which the measures of the dance are gracefully tread nightly in season. The queen of resorts is White Sulphur Springs, or "The White," as it is familiarly called by those who frequent it. It is immediately on the line of the Chesapeake and Ohio, and lies in a bowl in the Alleghanies, the mountains rising to a great height on every side. The lawns surrounding the hotel are beautiful, and the drives and walks to "Lovers' Leap" and other romantic nooks are filled with changing scenes. The hotel and surrounding cottages in which the privacy of home life may be secured with the advantages of the springs and hotel, will accommodate 2,500 guests. It is the abode in season of the most eminent from the world of fashion, wealth, and learning. Every State is represented among its guests. The dining-room seats 1,500 guests, and the ball-room is almost as large. For the gay it is the gayest place in the mountains, and yet those who visit it mainly to drink at its fountains and bathe in its pools can have the utmost seclusion and quiet in one

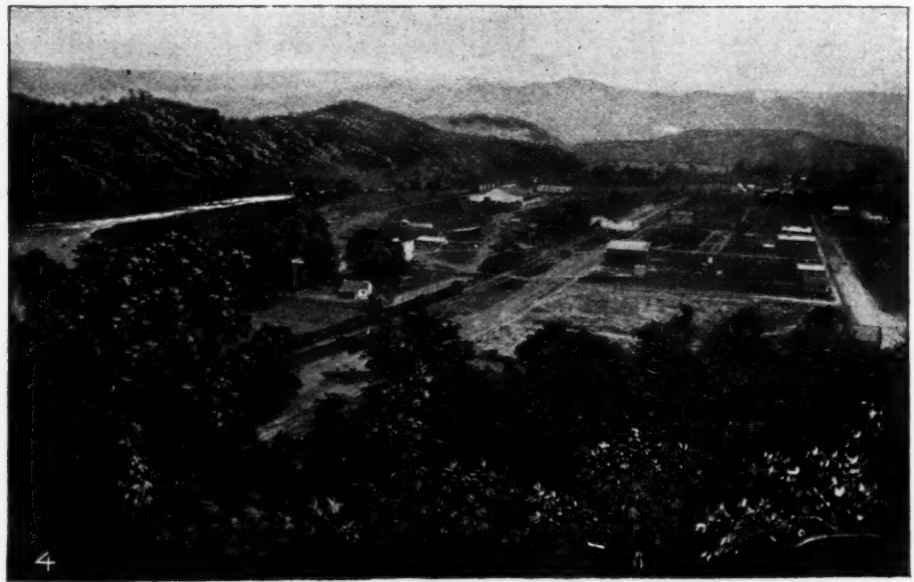
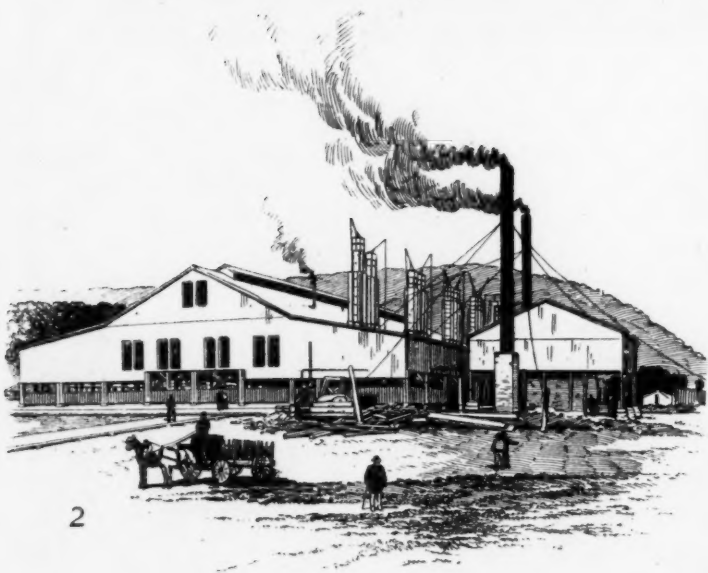
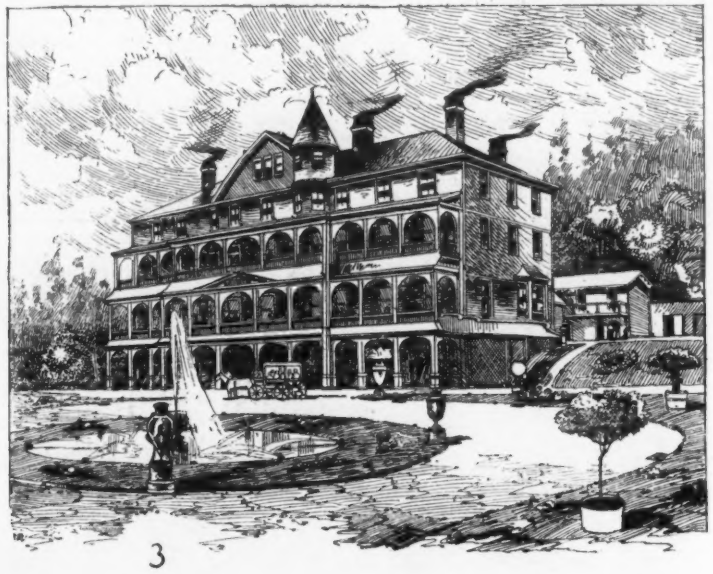
uniting two mountains, is 215 feet in height, 90 feet in width, and 100 feet in length. A county road crosses the bridge, and one in passing over it is not aware of its presence, unless, guided by the pathway, he goes to "Pulpit Rock," where he finds himself on its brink. The bridge is one solid rock, with the opening carved out as symmetrically as though done after ages of work by the most skillful of artisans. The views around are entrancing to the eye, and in the vicinity are excellently well-kept hotels, of which there are three, although all under the same management.

The resorts just described are the most prominent only of the famous Springs belt. There are countless others where the

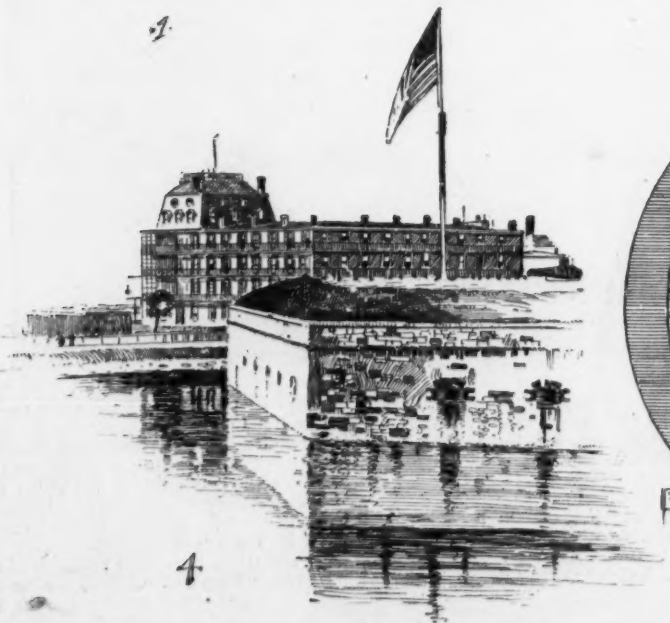
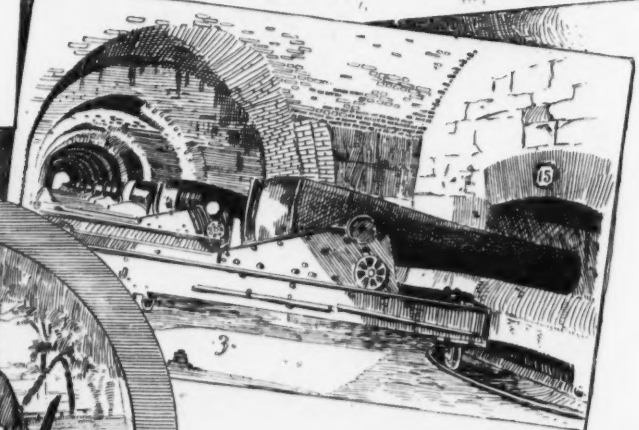
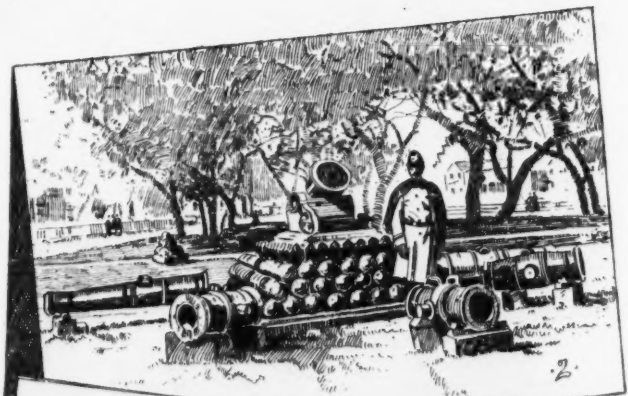
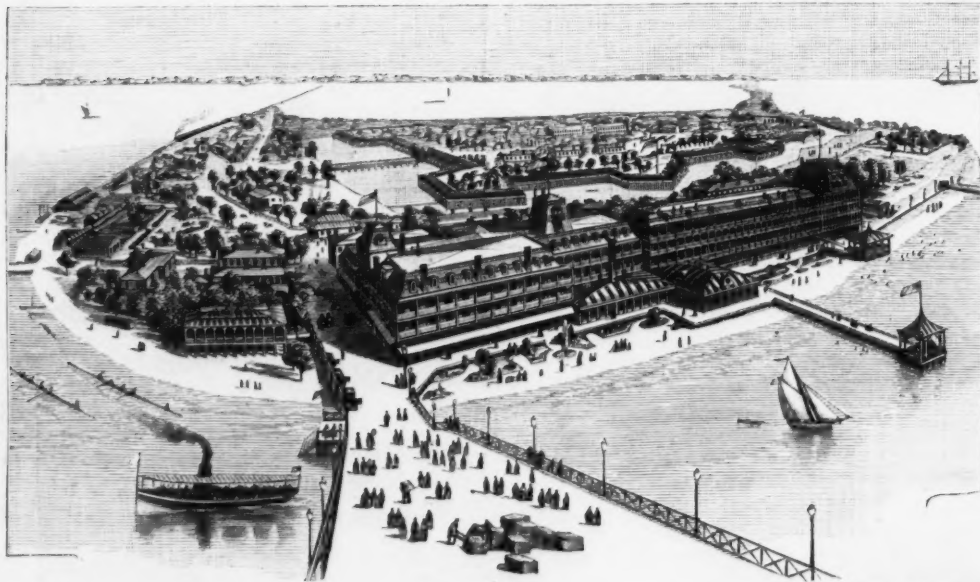
toric associations, and these mingle with and tinge our memories of scenes traversed, until the past and present seem but one. Seated in the world-famed lounging-room, half office and half parlor, of Hygeia Hotel, our eyes drinking in the beauties of this vast sweep of water, listening to the music of the waves and breathing in long, delicious breaths of salt sea-air, Hampton Roads rolls up the beach at our feet; or, lying on the walls of Fortress Monroe, we study the features of this historic coast. Directly opposite is the rocky island and huge stone enclosure of the Ripp-ers, or, in vulgar phrase, "Ripp Rapps," built during the Civil War for the custody of Union prisoners. To the left, the

1. IN HOT SPRINGS PARK. 2. BUFFALO GAP, NORTH MOUNTAIN, VA. 3. NATURAL BRIDGE FROM THE WEST. 4. HAWK'S NEST. 5. ON THE NEW RIVER. 6. THE JAMES RIVER AT CLIFTON FORGE.

POINTS OF INTEREST IN THE VIRGINIAS.—MAGNIFICENT SCENERY ALONG THE CHESAPEAKE AND OHIO RAILWAY.



1. IRON GATE GORGE. 2. ROLLING-MILL, IRON GATE. 3. IRON GATE INN. 4. IRON GATE VALLEY.
VIEWS OF IRON GATE GORGE, IN THE ALLEGHIANES



ocean rolls between Cape Henry and Cape Charles into Chesapeake Bay. To the right, some distance in Hampton Roads, was fought the battle between the *Merrimac* and *Monitor*. While we look, a fleet of white-sailed yachts sweeps over the spot. Even at this distance we catch the sunlight on the spray they toss about. Far beyond them is the mouth of the James River. Fancy touches the scene with her magic wand, and instantly the yachts have been transformed into an English fleet, and we wonder what Captain John Smith thought of this country some two hundred or so years ago.

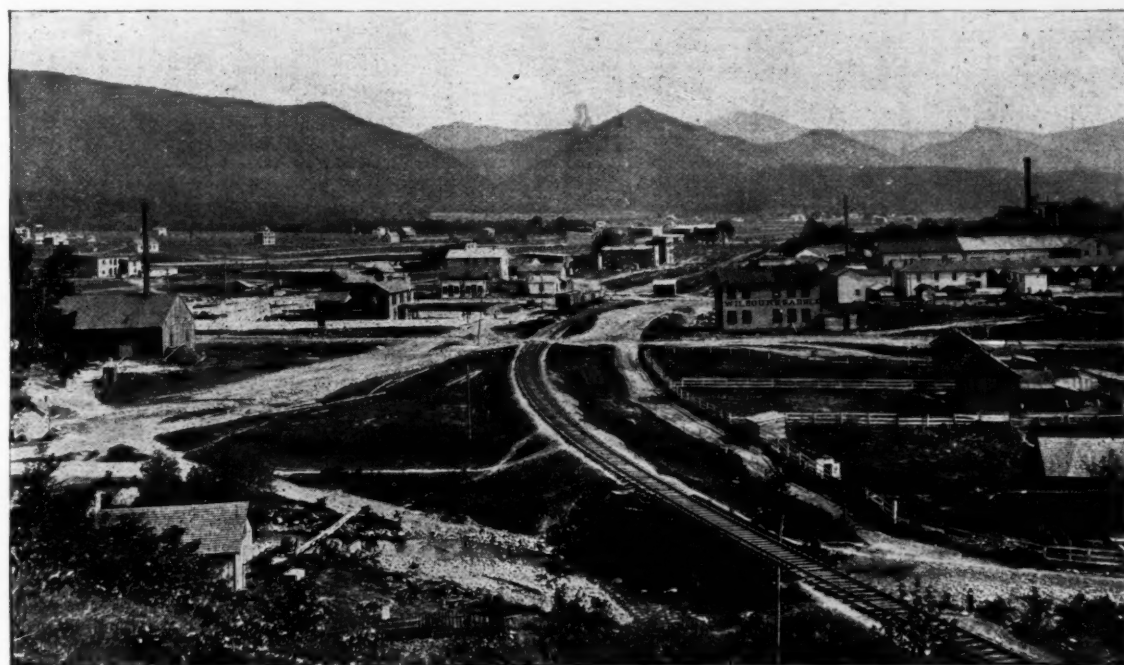
It would be inexcusable to quit the scene without a word as to the rare dinners, the hale and hearty hospitality, and innumerable comforts of the mammoth hotel. First of all to be remembered is the lounging-room,

(Continued on page 482.)

1. THE HYGEIA HOTEL. 2. TROPHY GUNS. 3. WATER BATTERY. 4. LOOKING WEST FROM RAMPARTS. 5. AUNT CHARLOTTE.
OLD POINT COMFORT AND ITS ATTRACTIONS.



VIEW FROM CHESAPEAKE AND OHIO RAILWAY.



VIEW FROM THE UPPER DEPOT, SHENANDOAH VALLEY RAILROAD.



FIRST NATIONAL BANK, BUENA VISTA.

BUENA VISTA.

THE INDUSTRIAL WONDER-CITY OF THE VIRGINIA VALLEY.

ROCKBRIDGE COUNTY, Virginia, is a region rich alike in the wonders of nature, the associations of history and culture, and those material resources upon which the prosperity and progress of communities must be founded. The first of the advantages named is most conspicuously represented by the world-famous Natural Bridge; the second, by the venerable Washington and Lee University and the Virginia Military Institute. For the third, the hitherto unexploited mineral wealth of this portion of the Valley of Virginia, stands forth to-day, like a Minerva born full-grown and equipped, the industrial wonder-city, Buena Vista.

Buena Vista, or Beautiful View—a name which perfectly fits the place in a descriptive sense—was originally the designation of an old iron furnace situated hereabouts, which supplied metal for some of the cannon that victoriously volleyed and thundered in the Mexican War. The Buena Vista of to-day is a typical development of the new South, such as Anniston and Birmingham, in Alabama, may be said to have foreshadowed. But Buena Vista is in the Great Valley, noted for its mineral wealth, in the heart of Virginia, only four hours by rail from Richmond, five from Washington, seven from Newport News, and twelve from New York. It marks the first brilliant industrial *coup d'état* of this kind in the Old Dominion.

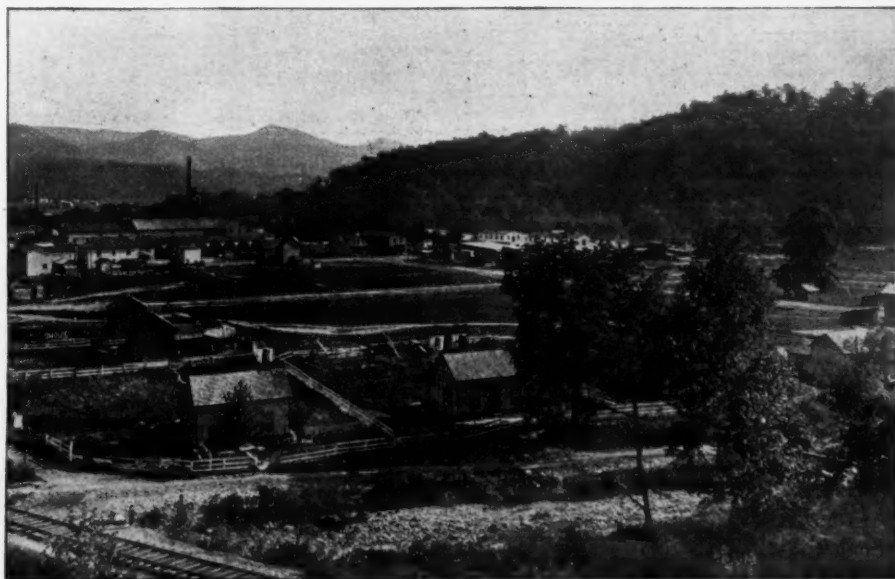
The region being touched by the magic wand of enterprise and capital, up sprung what is destined to be, in the very near future, a great manufacturing

cross-ridges, or "saddles." The boundary lines of the property run for five miles along the crest of the mountains. The bottom lands have a front of a mile and a half on the North River, which is a branch of the James, and a mile on the South River, flowing through the western prolongation of the tract. The cultivated lands amount to some 2,500 acres, mostly river bottom; but the greater part of the Buena Vista territory is covered with second-growth forest of upward of twenty-five years' standing (most of the original growth having been coaled off for the old furnace), with, however, considerable areas in virgin forest. Here lie the iron and manganese ores, clays, ochres,umber, marl, and sand deposits, beds of limestone and building stone. These lands lie wholly within Rockbridge County, within five miles of Lexington, twelve miles of Balcony Falls, and fifteen miles of the Natural Bridge. They possess extraordinary advantages of accessibility. Three wagon roads through the property cross the Blue Ridge into Amherst County, while other roads radiate in all directions. The Richmond and Alleghany Railroad (now a part of the Chesapeake and Ohio system) and the Shenandoah Valley Railroad run parallel to each other through Buena Vista, and along the east bank of the North River, from a little below Loch Laird Station to above Green Forest, whence the Shenandoah Valley road curves northeast into the South River valley, passing through the entire length of the territory, and affording transportation facilities to every part of it.

The town of Buena Vista—or city, as with justifiable pride it prefers to call itself—covering an area of some 1,500 acres, laid out with broad streets, parks, and groves, lies upon the eastern

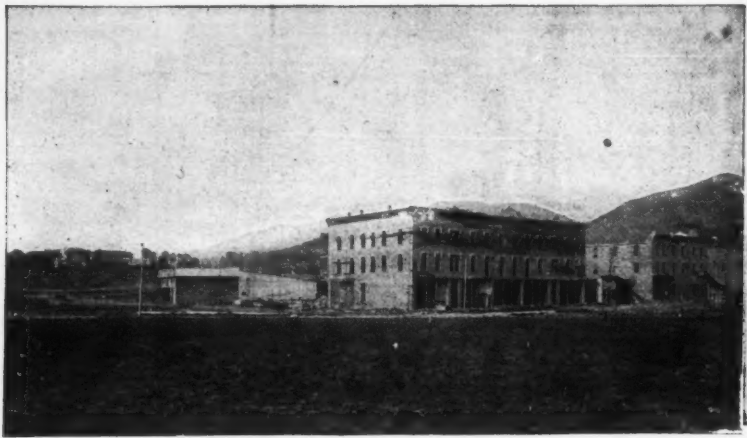


BUENA VISTA FURNACE.



VIEW FROM THE UNION DEPOT.

BUENA VISTA, THE NEW INDUSTRIAL WONDER-CITY OF THE VALLEY OF VIRGINIA.



COLONNADE HOTEL.



OFFICE BUILDING OF THE BUENA VISTA COMPANY.



SHENANDOAH VALLEY R. R. DEPOT.

bank of the North River, with the bold, wooded peaks of the Blue Ridge overshadowing its opposite side. Its situation is most picturesque, and gives it all the advantage of the fine, bracing climate of the valley section of Virginia.

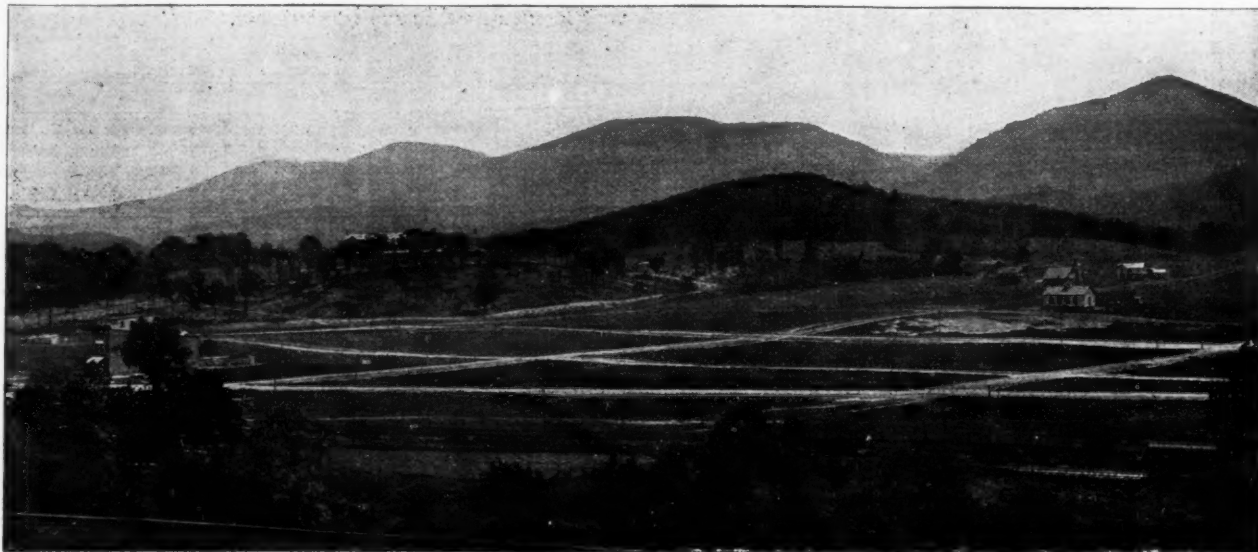
Standing upon the terrace of the Hotel Buena Vista, the visitor sees outspread at his feet an already flourishing town, with mills, dwelling-houses, churches, railway station, and modern improvements of all kinds; while the groups of surveyors, masons, and carpenters at work in every quarter furnish the inspiring spectacle of an industrial city growing up under one's very eye. "Twelve months ago," says the *Buena Vista Advocate* of May 23d, 1890, "there were about 100 people in the then village of Green Forest. Now there are at least 1,500 people in Buena Vista, over fifty business-houses, and twenty industrial companies, employing 750 hands, with an aggregate pay-roll of \$30,000 per month. . . . If houses could be built fast enough to supply the scores of applications every day, the population of the place would soon reach 5,000."

Dr. Ruffner, who has elaborately treated upon the iron ores, etc., of Buena Vista in his report—to which the reader is referred—says in a recent letter to the *Manufacturers' Record*: "The iron made from Buena Vista ores has always brought the top of the market, for Foundry No. 1, and has been graded car-wheel. . . . The ores lie in the hills, where there are vast quantities easily reached, above water level, and may be more cheaply mined than anywhere else I know of on this line. The total cost of making iron here has been estimated lately by some experienced Pennsylvania men at \$9.73 per ton." This is a maximum estimate. The minimum estimate of skilled iron-makers on the cost of a ton of pig at Buena Vista is \$8.50. The adaptability of the product of these ores to the Basic or Reese

process of steel-making is recognized by Mr. Jacob Reese, of Pittsburgh.

With her wealth of raw materials, her equable climate, picturesque surroundings, market facilities, cheap living, and good society, Buena Vista certainly gives promise of fulfilling the prophetic utterance made years ago by a prominent Congressman

from the Reading district of Pennsylvania, who declared: "The great seat of the manufacture of pig-iron must be transferred from the Lehigh and Schuylkill districts in our State to that portion of Virginia, since pig-iron can there be made at a rate so low that it will be impossible for us to compete with them."



VIEW OF BUENA VISTA HOTEL AND PARK.

Because of the high quality of its ores, the variety of valuable wood in its vast forests, its excellent transportation facilities, its salubrious climate, and its fertile farming lands, Virginia offers a greater promise of future importance than any other portion of the new South, and with Virginia, of course, West Virginia is classed.

IRON ORE DEPOSITS.

The richest deposit of brown and red hematite iron ore is found among the Alleghany Mountains (the line dividing the two Virginias) in an area bounded by Baldwin, Clifton Forge, North Mountain, and Alleghany, Virginia. The brown hematite ore of Virginia ranks very high, from it being made the castings for the new United States cruiser *Texas*. Steel can be made from these ores by the Basic process, and this is acknowledged to be the best known. (Krupp, the celebrated gun-maker, uses nothing but Basic steel.) Near Gladstone, Virginia, is a large deposit of magnetic iron ore.

COAL AND COKE.

The most extensive coal fields are along the banks of the New River, and almost every variety is represented. Coking coal is embraced in the territory extending from Quimmont to Hawk's Nest, West Virginia, along the Chesapeake and Ohio Railway. This coke is superior to that of Connellsville, which formerly was the standard, and it is freer from sulphur than that of Pocahontas. It produces but three per cent. of ash, while Connellsville produces from eight to eleven per cent. In other words, while in one hundred cars of Connellsville coke are produced eleven cars of ash, one hundred cars of New River coke produce but three. It is believed by furnace men that New River coke renders a larger percentage of foundry iron than any other coke. From Hawk's Nest westward to Charleston are rich veins of domestic and cannel coals, which find a market in Cincinnati, Chicago, and St. Louis. The West Virginia coals are unsurpassed for steam and gas purposes, and as they are easily mined, and have a fine market both in the East and West, they have become attractive subjects of investment. The veins vary in thickness from 3½ to 7 feet, the Ansted vein, near Hawk's Nest, being seven feet thick, as are also the veins on the south side of New River. In addition to the collieries in operation in the hills bordering on New River, there are numerous mines back from the iron connected with the Chesapeake and Ohio Railway by lateral lines of railway from five to ten miles in length.

QUARRIES.

An exhaustless quarry of brown sandstone, so popular in modern architecture, is being operated near Hinton, West Virginia. Red sandstone and granite are abundant along the James River, the extensive granite quarries near Richmond, Virginia, having a national reputation. Limestone abounds along the James River and among the Alleghany and Blue Ridge Mountains. It is valuable not only in its relation to the iron ores, but also for the manufacture of cement.

FORESTRY.

In no other respect are the Virginians wealthier than in their virgin forests of oak, poplar, walnut, cherry, and pine. These forests are most extensive at the head-waters of the Greenbrier, Cherry, and other streams which find their source on the western slope of the Alleghany Mountains, and these streams, when swollen by rains, offer a cheap means of transporting the timber to the railroads.

OTHER RESOURCES.

Manganese is found in paying quantities in Virginia. There are indications of tin in West Virginia, and fire clay and white sands for glass-making are abundant along the James River.

SOIL AND CLIMATE.

The farming lands of the James River valley are productive of large crops of wheat, corn, and tobacco, and afford excellent pasturage for the raising of stock, while the great valley of Virginia is a veritable garden spot, where flourishes every kind of vegetation in the greatest profusion. The climate of the Virginias is one of their greatest charms. The winters are without severity and of short duration. The spring and autumn seasons are what poets and artists dream of, while the summer is fresh with the breeze from mountain tops, and never enervating.

MAGIC CITIES OF VIRGINIA.

With its great natural attractions, it is not surprising that new cities are fast covering Virginia's fair plains. They spring up in the night like a mushroom, but with the hardihood of the oak, which fades not under the rays of the morning sun. Their foundations are secure, and their founders have energy and capital sufficient to make the progress swift and sure. The general plan adopted for the building of cities, is the formation of a development company, with sufficient capital to purchase ore, coal, and timber lands, and a town site; to lay out the town into lots, build streets, residences, and factories, lay off parks, establish electric-light plants, and provide a fund out of which to pay a bonus to manufacturers who locate their plants in the town. In other words, the development company not only furnishes the site, but also populates the city. It seems a gigantic undertaking, but that the plan is successful is demonstrated in the history of the following Virginia cities:

Basic City, at the junction of the Shenandoah Valley and Chesapeake and Ohio railways, near Waynesboro, Va., founded about sixty days ago, now has in operation or in course of construction, a handsome hotel, an extensive car-works, capital \$250,000, employing from three to four hundred men; a paper-mill for the manufacture of fancy and enameled paper, employing one hundred men; two brick and one tile works, capacity 100,000 bricks per day; spoke, wheel, and handle factory; a one-hundred-ton furnace; New York Lock Company's plant, employing five hundred men; two sash, door, and blind factories, and one lumber yard, employing one hundred men. Negotiations are pending for a cigar factory, rolling-mill, pulp mill, shoe factory tannery, and paint works.

Glasgow City was born about the same time as Basic City. It occupies a plateau on the banks of the James River three miles in length, running back one and a half miles to the base of the mountains. It is three miles from the Natural Bridge of Virginia. It has been said of the properties of Glasgow: "They possess mineral and manufacturing resources equal to those of Birmingham, with the water-power of Lowell, the healthful and delightful climate of Asheville, the accessibility of Chattanooga, and natural beauties and attractions of scenery and location unsurpassed anywhere." The Glasgow Development Company owns water-power extending twenty miles along the James River, and seven miles along the North. One has a fall of over one hundred and sixty feet, and the other over eighty feet, with five dams already built, and 10,000 to 20,000 available horse-power. Other property owned by the company embraces mineral, timber, and agricultural land, over 4,000 acres of which lie in the valley of the James and North rivers. General Fitzhugh Lee is president of the company, and his connection with it is sufficient to inspire confidence among investors. The Chesapeake and Ohio and Shenandoah Valley railways pass through the town, and it will be intersected by the proposed line to run from Pittsburgh to Atlanta. Among Glasgow's secured enterprises are: a sash, blind, and door factory; a large planing-mill; two one-hundred-ton furnaces; rolling-mill, flour-mill, terra-cotta works, cement-mill, glass works, woolen-mill, stove works, foundry, and agricultural



COLONNADE HOTEL, BUENA VISTA, IN COURSE OF CONSTRUCTION.

OLD POINT COMFORT.

(Continued from page 480.)

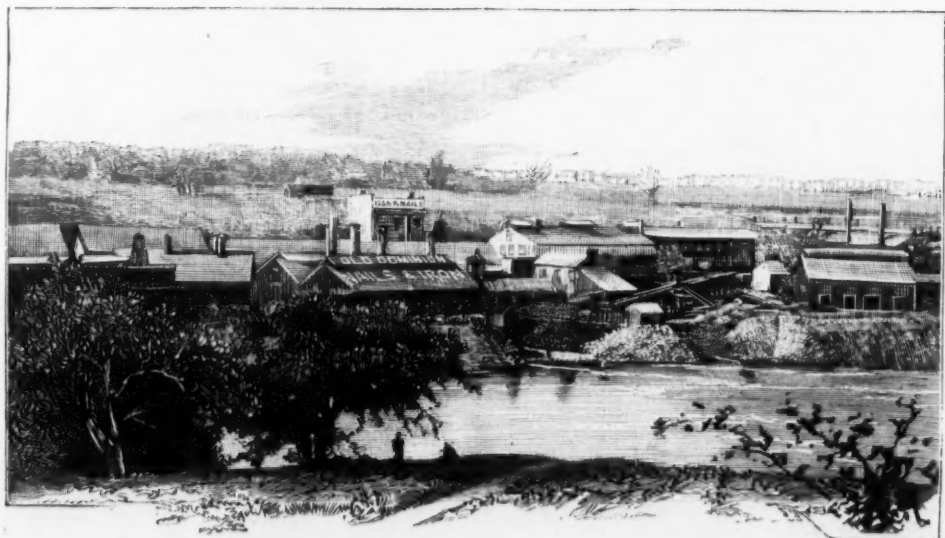
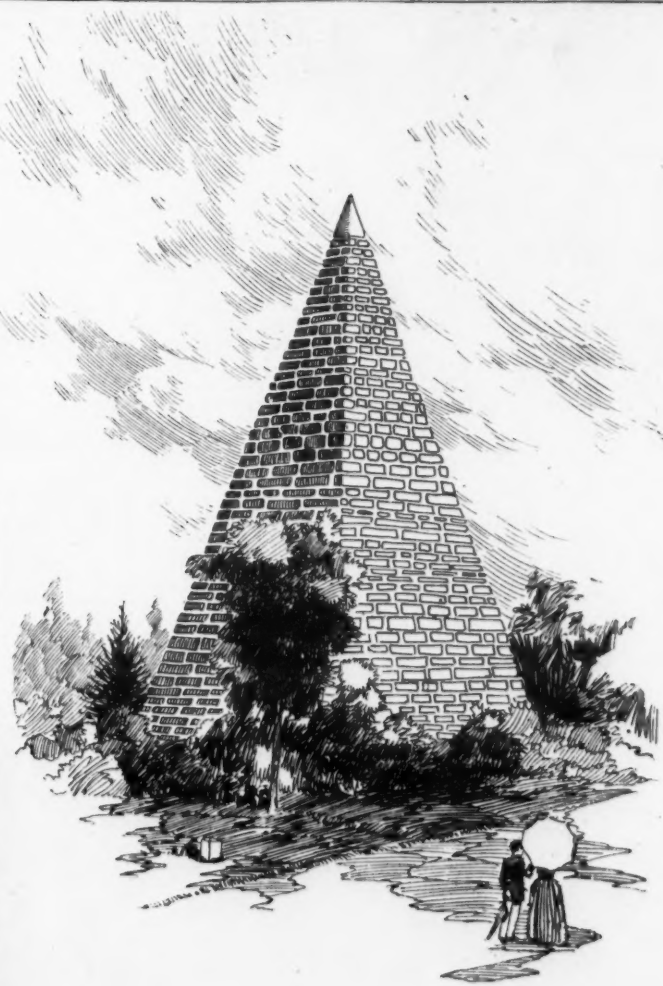
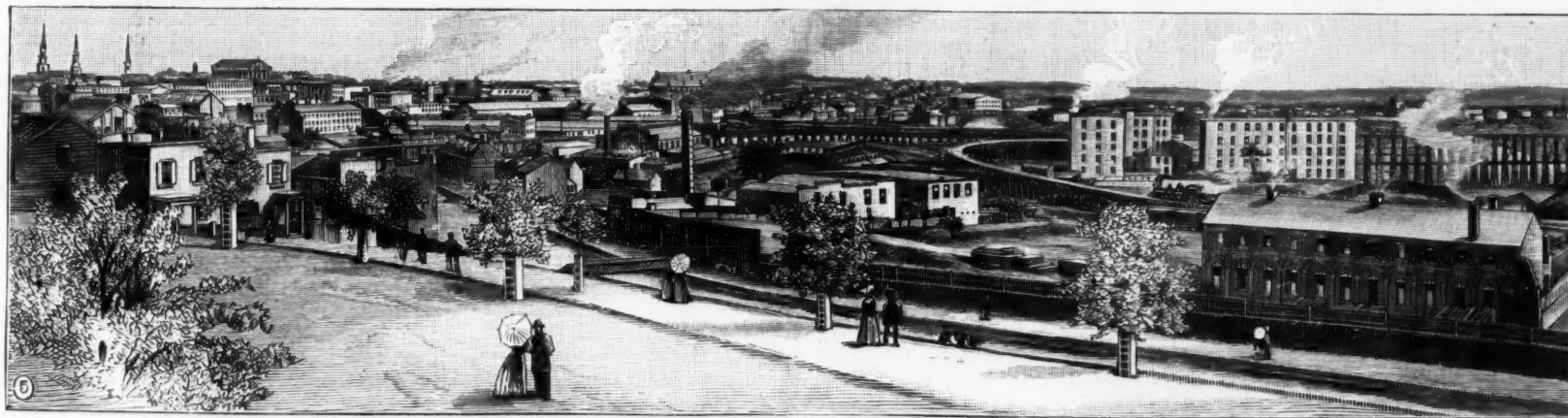
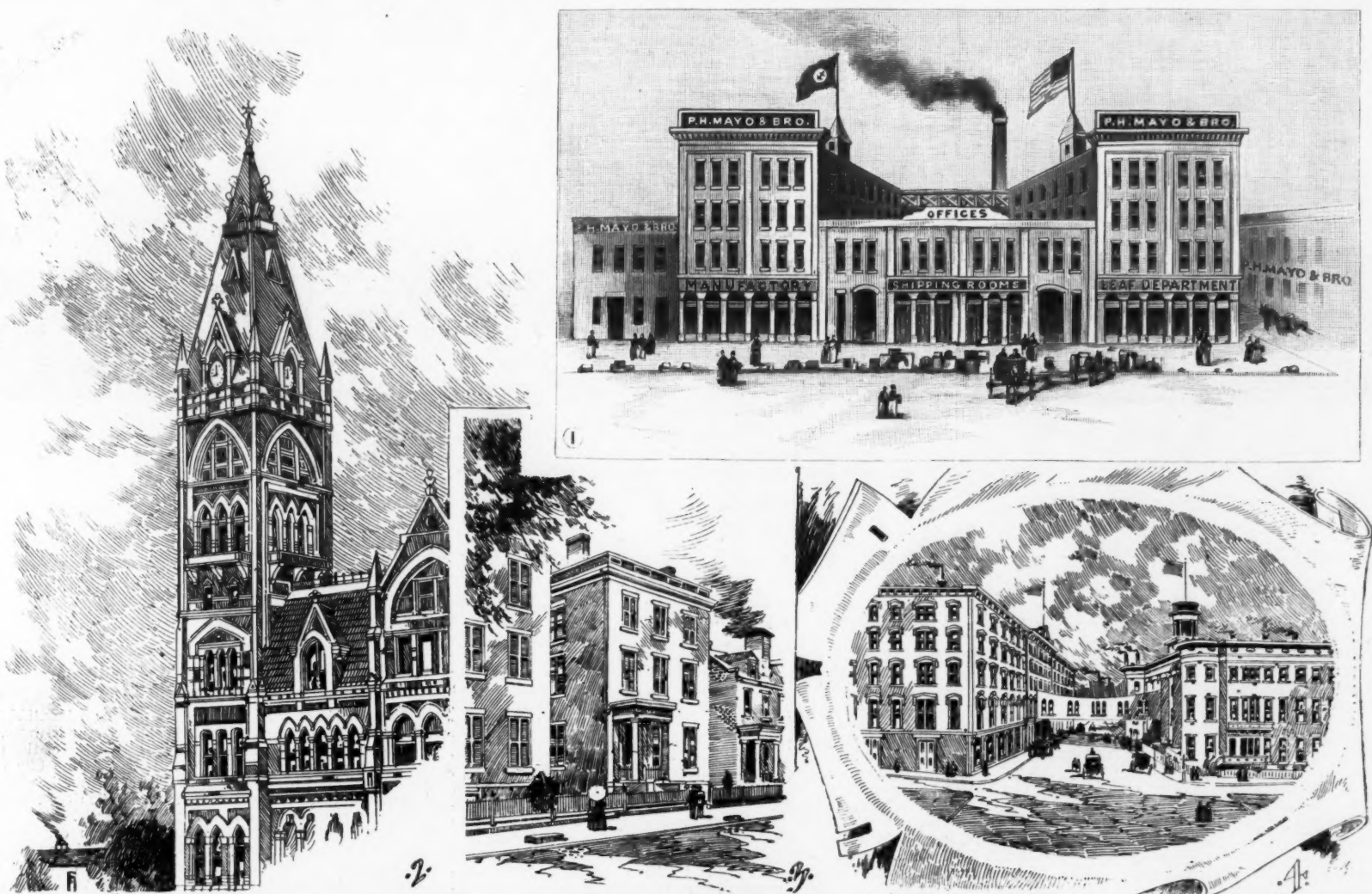
where both ladies and gentlemen chat, or play at whist, or read, or dream. In the centre is a monstrous chimney with a double grate, and a kingly terra-cotta eagle perched like Poe's raven above the mantel upon either side. Nor can we speak too cordially of this invigorating, appetizing, sleep-inviting air that comes in summer through open windows or along the vast area of balconies—for Old Point Comfort is next thing to an island, and not a breath of malaria has ever crossed its salty moats. It is not too much to say that Hygeia Hotel is one of the largest, most luxurious, and best managed hotels in America. Its doors are never closed, its service is never suspended. Old Point Comfort, both summer and winter, offers its mild, cool climate and many attractions to the world.

While never idle or uninteresting, the more elaborate season opens in the rosy month of June. From this until a few weeks in October, and from then until a few weeks in spring, it is the rendezvous of the wealth, influence, culture, and aristocracy of the country. The anchors of every country are cast off its shore. Who has not been there; or who does not intend to go?

VIRGINIA AND HER WEALTH.

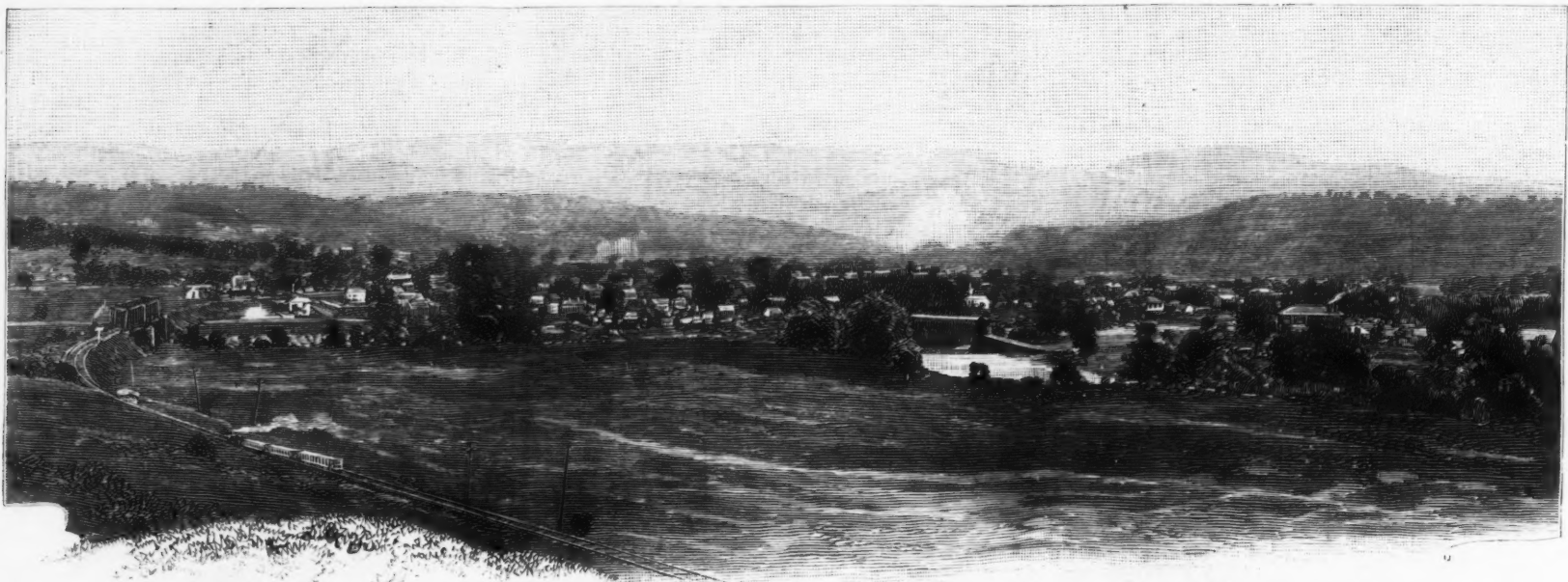
INVITATIONS TO INVESTORS AND PLEASURE-SEEKERS.

THE South was re-discovered in the present decade. Hitherto it was looked upon merely as a great producer of cotton, rice, and tobacco, but now that it is really becoming known, it presents a field of iron, coal, and other valuable minerals unsurpassed in the world; nor has it lost any of its agricultural importance.



1. P. H. MAYO & BRO. INCORPORATED TOBACCO WAREHOUSES. 2. CITY HALL TOWER. 3. GENERAL LEE'S HOUSE. 4. EXCHANGE AND BALLARD HOTEL. 5. GENERAL VIEW OF RICHMOND, VA.
6. P. WHITLOCK'S CHEROOT AND CIGAR FACTORY. 7. OLD DOMINION IRON AND NAIL WORKS. 8. CONFEDERATE MONUMENT IN HOLLYWOOD CEMETERY.

THE CITY OF RICHMOND, ITS INDUSTRIES AND POINTS OF HISTORIC INTEREST.—FROM PHOTOS AND SKETCHES.



COVINGTON, VA., SHOWING "RICHPATCH" MOUNTAINS, THE EASTERN LIMIT OF THE COMPANY'S LAND.

[SEE PAGE 467.]

implement works. Wealthy shoe manufacturers, who are stockholders in the Glasgow Company, have decided to establish a large shoe factory there.

Mr. J. Fred Effinger, a large coal operator of the New River district, is president of the Goshen Development Company, which owns a large tract of land surrounding the old village of Goshen, Va., about thirty miles west of Staunton, on the Chesapeake and Ohio Railway. This land has been laid out into town lots, and, although scarcely a month old, the investment of capital in its manufacturing establishments has begun, and it promises soon to rival many of the older places. Victoria Furnace, one of the largest in the South, is located here, and another will soon follow. The company owns some of the most valuable mineral land in the State.

When the large amount of capital invested in these new cities is considered, it is hardly necessary to state that in this brief space we have failed to do justice to our subject, but at least we have pointed to the grand future in store for Virginia as a manufacturing State. It possesses raw material for the manufacture of the highest grade of every implement known to mechanics. It has cheap lands, low taxes, cheap labor, and cheap material. In fact, a city could be built anywhere within a radius of one hundred miles from Clifton Forge, with houses of granite, sandstone, brick, or wood, and furnished with every article necessary to comfortable and luxuriant life, without going out of the circuit for a single article. It is a great State with a great future in store for it.



INTERMONT HOTEL, COVINGTON.

THE CITY OF RICHMOND, VIRGINIA.

TOURISTS and business men alike are pleased to note the facilities afforded them by which they can, when journeying from Boston, New York, or Philadelphia, reach Richmond, Va. The day and night express trains between New York, Philadelphia, Old Point Comfort, and Norfolk, run by the New York, Philadelphia, and Norfolk Railroad, via the "Cape Charles Route," are indicative of the progressive management which seeks to meet every requirement of an exacting traveling public.

The natural facilities of the route, which enabled the laying of a virtually curveless track for a distance of ninety-five miles through the peninsula of Maryland and Virginia, has but stimulated the effort to make all the appointments of the line conform to the excellence of the route itself.

The company's stanch and handsomely furnished iron steamers, *New York* and *Old Point Comfort*, add zest to the pleasure of a ride across Chesapeake Bay to Old Point Comfort, where connection is made with the Chesapeake and Ohio Railway Company's lines, and a delightful ride to Richmond from that point follows.

The "Cape Charles Route" is rapidly growing in public favor, and detailed information is obtainable at all Pennsylvania Railroad ticket offices—and these are to be found everywhere.

The site of Richmond has been often noticed in books for the picturesque beauty of its river scenery and surroundings. Northern visitors, on their way to the far South, linger in the city, and many remain during the colder months.

Among the public buildings the State "Capitol," from its commanding site and very attractive grounds, is particularly conspicuous. If not impressive for architectural completeness, it is still so rich in historic associations and relics, and interesting in connection with the State Library and statuary, as to be much visited by strangers. Outside of the Capitol, the Washington, the Stonewall Jackson, and the Clay monuments will repay careful examination.

From the James River wharves of the Chesapeake and Ohio Railway Company upward of a thousand vessels are loaded annually with coals, oil, timber, grain, cotton, copper, manganese, and general merchandise for Eastern and European ports. Regular lines of steamers ply between Richmond and the cities of New York, Philadelphia, Baltimore, and Norfolk.

The fine water power of the James River Falls marks Richmond as a place of manufacturing importance. Among the more important industries of Richmond, the tobacco manufacture appears to be of special interest to strangers, who seldom omit to

visit the warehouses and factories. Several thousand hands are employed in this branch of industry alone.

SOME REPRESENTATIVE ESTABLISHMENTS.

One of the notable firms is that of P. H. Mayo & Brother Incorporated, tobacco manufacturers of Richmond, changed for the convenience of parties in interest from P. H. Mayo & Brother. This firm has for many years been recognized as one of the leading manufacturers of the city, the business having been founded in 1833 by Mr. Robert A. Mayo, the father and grandfather respectively of the president and vice-president of P. H. Mayo & Brother Incorporated. This change of name, however, involves no interruption whatever of the former interest or management. The illustration shows the works of this company to be among the most complete in the country, covering an area of about 75,000 square feet, and fitted throughout with the most recently devised machinery and other appliances for the business. It employs between 500 and 600 hands, and yet every department is so perfectly systematized that the utmost harmony prevails. These works have a capacity per annum of 4,000,000 to 5,000,000 pounds of manufactured tobacco, both chewing and smoking. Chief among its many brands we would mention "Eglantine," "Ivy," "Mayo's Genuine United States Navy" (the first navy plug ever made, originating with Mr. Robert A. Mayo), "Holly," "Mayo's Cut Plug," "Toto," "Mayo's Black Cake." Besides other conspicuous exhibits at various expositions this firm presented, as the originators of navy tobaccos, a unique display for the fair of the New England Manufacturers and Mechanics Institute of Boston held in 1882, and another most remarkable exhibit, of great beauty and cost, at the recent exposition held in Richmond, for which it was awarded a gold medal. The press of the leading cities made many special mentions of these most notable features of those expositions. About a mile below the city is the burial-place of the renowned Powhatan, and the estate on which it is, taking its name from this fact. This country seat was for about a century and half the homestead of the Mayo family.

One of our cuts represents the Old Virginia Cheroot Factory owned and operated by P. Whitlock, Richmond, Virginia, being the largest special cheroot factory in the world, its capacity being 50,000,000 a year. Its product is known not only in this country, but in all foreign markets. The trade-mark seen in the illustration represents an old Virginia "darker" who is a centenarian, and has been in Mr. Whitlock's employ since his emancipation.

A MODEL REAL ESTATE CONCERN.

In the advertising columns of this issue will be found the unique card of the firm of J. Thompson Brown & Co., of Richmond, Virginia, who, by their enterprise, keen business sagacity, and excellent judgment, have given a distinctive impetus to the realty interests of that advantageous and favored city of the South. Richmond's growth, considered in the light of her freedom from the adventitious aids of the booming process, is encouraging and remarkable. Possessing, as already stated, a diversified multiplicity of manufactories, splendid water power, excellent transportation facilities, cheap and orderly labor, and an extended area of land adapted for manufacturing sites and cheap homes for the workingman, Richmond to-day offers better facilities and more stable and permanent financial results accruing from such investments than any other point in the Old Dominion.

Messrs. J. Thompson Brown & Co. have given the best years of their lives to the conscientious and honorable pursuit of the real estate business, and their large transactions, covering every detail and branch of the business, are undoubtedly the most flattering attestation to their ability, integrity, and ripe judgment in matters appertaining to Richmond and suburban realty.

Messrs. J. Thompson Brown & Co. stand high in the esteem of their fellow-citizens, and their public and business record is that of exalted praise and deserved commendation. They issue the *Richmond Real Es-*

tate Progress, a real estate journal replete with valuable illustrated and descriptive matter, which is sent to all sections of the country on application. Intending investors, or those who desire full and explicit information regarding Richmond, will consult their interests by writing to this representative firm.

"BELLE ISLE."

This classic spot is, as its name indicates, a beautiful island in the rapids of the James, one mile from tide-water, from whose summit an enchanting view is obtained of the city of Richmond and surroundings, from Hollywood, the City of the Dead, nearly to Drewry's Bluff, the site of great strife during the late war, while at its rocky base the majestic river roars its response to the sound of wheel and hammer. During the late war a part of this island was used for the confinement of Federal prisoners, and many a "blue-coat" will, no doubt, have pleasant recollections of his entertainment on this classic spot. A part of this island has been the site of iron works, on account of its fine water power, for many years. During and since the war the Old Dominion Iron and Nail Works Company have owned and operated the works, which have been enlarged until they now cover a good part of the site which was vacant during the time of the late unpleasantness, and are among the largest works of their kind in this country. The several articles of manufacture made by this concern are muck bars, iron and steel nails, bar iron, horseshoes, etc., and their reputation is known far and wide. We are told that almost daily some gentleman who remembers his confinement at this place visits the island, and is hardly able to recognize the points that were so familiar to him, on account of the enlargement of these works; which is a veritable case in which "the sword has been turned into the plowshare."

While in Richmond we were entertained at the Exchange and Ballard hotels, the favorite resort of the Southern politician and the Northern and Eastern tourist. We recognized the enclosed corridors connecting the two hotels as the same where the two aged and paralytic lovers in Stockton's novel, "The Late Mrs. Null," kept their rendezvous, and did not question that such a cozy nook had been put to such uses more than once.



THE NEW ATLANTIC HOTEL, NORFOLK, VA.

Another admirable Virginia hotel is the new Atlantic, in the city of Norfolk. It is the largest and most popular hotel in that thriving city, and under the excellent management of Mr. R. A. Dodson will be quite sure to maintain its reputation.



THE GRAND CENTRAL HOTEL, WHITE SULPHUR SPRINGS.